

COTATI GENERAL PLAN

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CITY OF COTATI GENERAL PLAN

ADOPTED SEPTEMBER 22, 1981

Prepared by Cotati Planning Division
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COTATI GENERAL PLAN

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INTRODUCTION

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The general plan is a picture of Cotati in the year 2000, visualised by the residents of Cotati in 1980 as expressed through the policies of the current Planning Commission and City Council.

.11

GENERAL PLAN GOAL

THE CITY OF COTATI SHALL ENSURE THAT THE RURAL CHARACTER AND SMALL TOWN ATMOSPHERE DESIRED BY THE RESIDENTS TODAY BE MAINTAINED.

In early 1980, the Planning Department began the task of updating the existing General Plan and the Data Base. The General Plan consisted of eleven elements approved by the City Council between 1974 and 1979. The goal of the General Plan Update was to create a single document with all elements in one text.

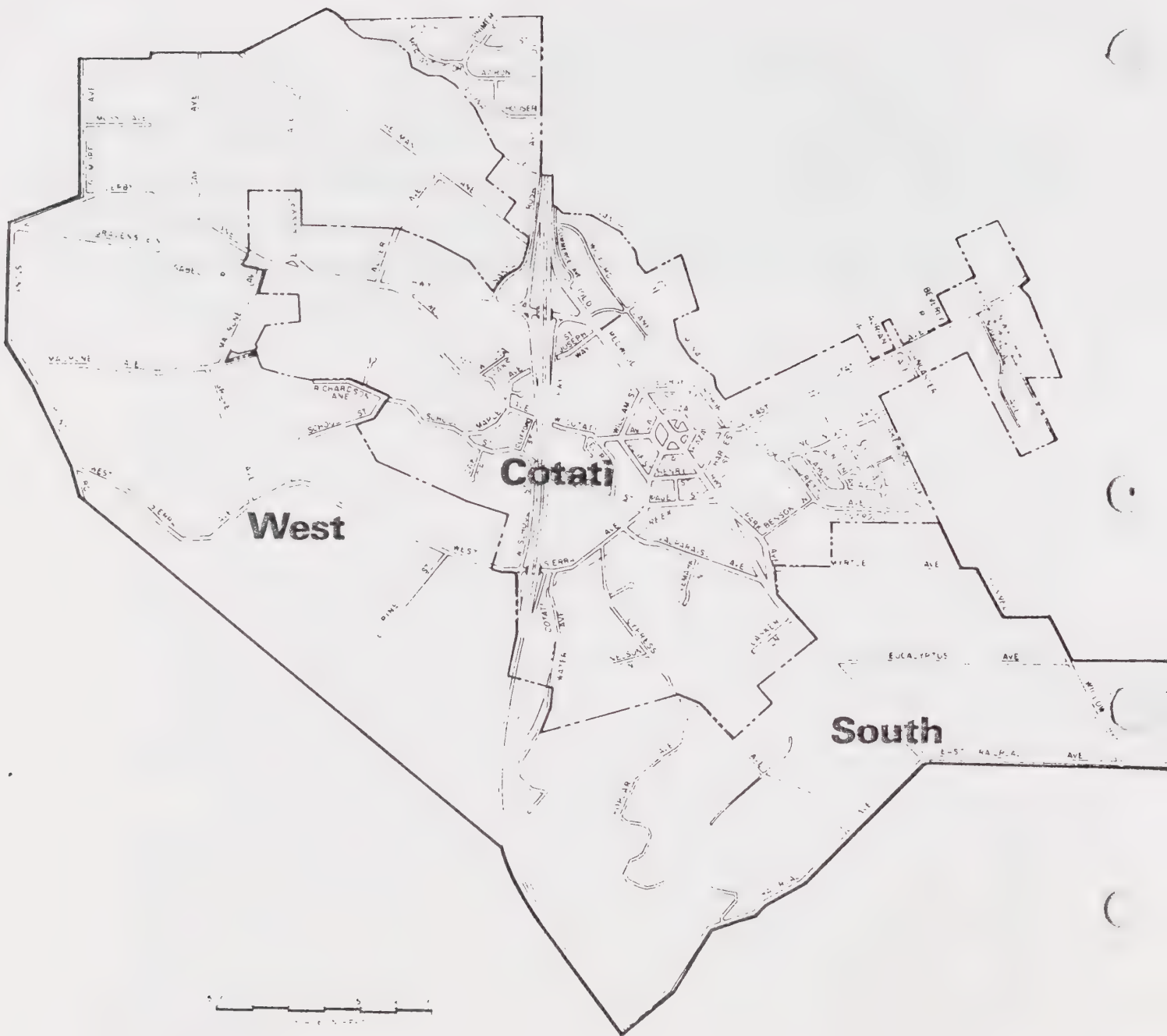
During the compilation of the 1980 Data Base, new approaches to projecting land use were utilized. As a result of these differences between the existing plan and new data, a new and revised General Plan was written during the summer of 1980. This document maintains the original eleven elements, and adds several new ones. All data, goals and policies are now compiled into one document, complete with all appropriate maps. There is one technical appendix to the Seismic Safety element which is part of the text, and a second technical appendix, the 1979 Transit Element, which is summarized in this text, but maintained as a complete but separate document on file in the Planning Department.

The 1980 General Plan consists of the nine mandatory elements required by The State of California, and four permitted elements. The required elements are: Land Use, Circulation, Scenic Highways, Housing, Open Space, Conservation, Noise, Safety and Seismic Safety. The permitted elements are: Transit, Bicycle Paths, Parks, Recreation.

The document has been prepared as a tool for the management of Cotati's future. It shall be updated and revised at least every five years. Many of the policies and objectives have been implemented with the adoption of the plan, the implementation plan being carried out simultaneously with the writing of the policies.

The plan is organized into six sections beyond the introduction. The goals are summarized in the second section. Section three contains the thirteen elements and

appropriate data bases, maps and charts. The fourth section summarizes recommendations, and these are carried out in Section Five with the hierarchy of priorities for Capital Improvement projects. Section Six outlines the needs and means for updating the Plan, and the last section contains the Technical Appendix to the Seismic Safety element.



1. PLANNING AREA

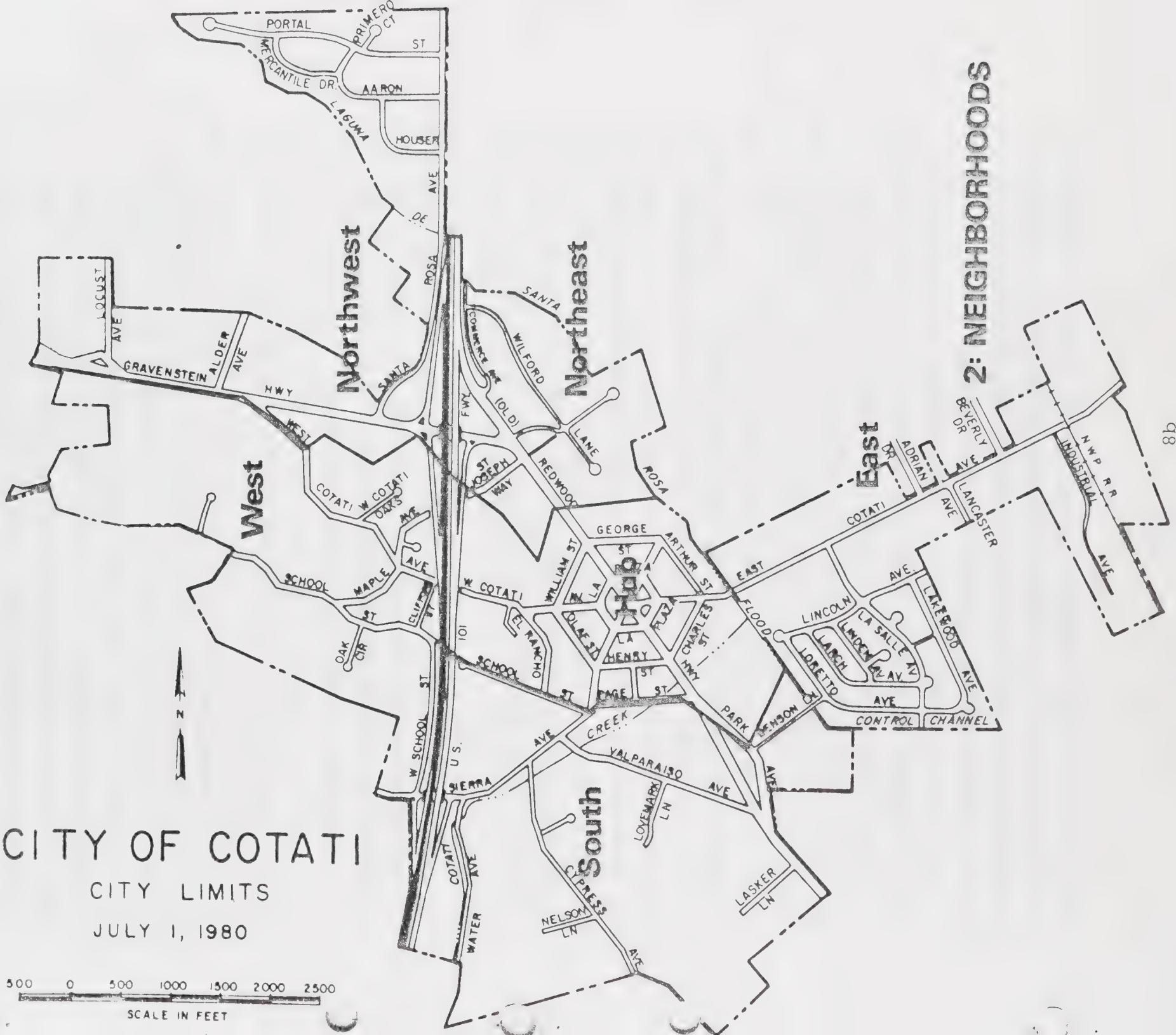
CITY OF COTATI

CITY LIMITS

JULY 1, 1980

500 0 500 1000 1500 2000 2500

SCALE IN FEET



2: NEIGHBORHOODS

A Coast Miwok village called Kotate was, according to Barrett (1908), situated just north of the town of Cotati. Local informants have suggested that this village may have been located in the vicinity of the Valparaiso/West Sierra intersection (Adams 1978). Although considered a major village, its existence has never been archaeologically verified. The Cotati area is located in the vicinity of the boundary between the territories of the Coast Miwok and Southern Pomo linguistic groups and it is reasonable to expect that the boundary fluctuated during the ethnographic period.

The first recorded European settler in the Cotati area was John Read, an Irishman from Marin County. Read built a small adobe on a rise near Crane Creek and planted grain in 1827 (DeClerq 1976). Before his first crop was harvested, Read's field and adobe were burned and he was forced out by local Indians (Toumey 1926).

Captain Juan Castaneda, a Mexican military commander from Texas, received the 17,238.6 acre land grant including the present town of Cotati from Governor Micheltorena in 1844. Castaneda failed "to fulfill legal requirements" and therefore, lost control of the rancho to Thomas S. Page whose claim was confirmed by the District Court in 1856 and by the U.S. Appellants Court in 1857 (Munro-Frazer 1879).

Another version of the early ownership of the Cotati Rancho is offered by Declerq (1967), Rohnert Park historian. According to DeClerq, Castaneda received the rancho lands from Vallejo as payment for military service and later sold the land to Thomas Larkin (American Council at Monterey). It was then sold to a Mr. Ruckel, who later sold the rancho to Thomas Page.

Thomas Stokes Page, who had recently resided in Valparaiso, Chile, and served as the District of Sonoma Sheriff from 1847-1848, lived in Cotati from 1858 until his death in 1898. During the period, Dr. Page allowed

settlers to occupy and later purchase approximately 4,200 acres of the Cotati Rancho. He then converted the remaining property to a stock ranch (Hahn 1955)

After Thomas Page's death, his six sons divided all but 4,000 acres of the ranch into small farms of 5-20 acres and sold them. The remaining 4,000 acres were later managed as the Cotati Land Company by Fred Keppel, Cotati blacksmith, from 1906-1911 (Hahn 1955). The majority of this land was sold to Waldo Rohnert in 1929 and became the Cotati Seed Farm.

The 1877 Thompson Atlas of Sonoma County shows only 3 structures just south of the Cotati town center and 4 other structures within the present study area. A 1916 military map depicts more than 150 structures within the present study area, mainly clustered around the town center and dispersed throughout the areas south and west of Cotati's Hub.

Among the historical influences which probably affected the early growth of the Cotati community were the construction of the railroad between 1869 and 1872, the advertising and promotional influence of the Cotati Land Company, and the extension of (Old) Redwood Highway through town in 1915.

In 1892, Page, and his brother Wilfred, hired surveyor Newton V. V. Smyth to design a town center for the Cotati Land Company. The hexagonal Cotati Central Plaza was designed and surveyed in February, 1893. Smyth utilized Cotate Rancho Subdivision Number Six. The six-sided plan was an alternative to the conventional gridiron pattern of nearly all other cities. Only one other American city has the hexagonal street pattern. The final map was recorded with Sonoma County on June 7, 1893.

In the early 1900s, the Cotati Chamber of Commerce referred to the city as the "Hub of Sonoma County," as the Central Plaza was located eight miles from Sebastopol, Petaluma and Santa Rosa. The three major county roads

intersected at the Central Plaza.

In 1975, La Plaza park area and design was registered as California Historical Landmark Number 879. Later in 1975, a plaque commemorating the designation was placed at the foot of the flagpole on the southeast Plaza.

SECTION II

.50 THE CITY OF COTATI DATA BASE

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The Data Base is the collection of information which serves as the foundation for the General Plan. The methodology for the assimilation of facts consists of a series of surveys: first, by aerial photographs; second, field survey confirmation; third, measurement of Assessor Parcel maps.

It is important to note that population and land use figures for the present in the Data Base are developed from the land use designations and zoning districts of the current General Plan, adopted in 1978, with appropriate changes by amendments to the Plan and Zoning Ordinance. Population and land use projections which are included in the Data Base and Plan are derived from recommended land use changes, and estimates of housing unit types.

Maximum Build-out:

The complete development of the vacant land in the incorporated City Limits, unincorporated Planning Area and the total General Plan Area.

Credible Build-out:

The amount of land and number of dwelling units which will most likely be the extent of development in the incorporated City Limits, unincorporated Planning Area and the total General Plan Area.

The projection is that there will be an average of 25-percent of all residential land remaining undeveloped when the City reaches its credible build-out.

Unincorporated Planning Area:

The county land in private and public ownership inside the Cotati sphere of influence as indicated on the Planning Area maps.

General Plan Area:

The combined area of the incorporated City Limits and Unincorporated Planning Area.

Gross Acres (or Gross Acreage):

The total land area, including streets, waterways and public lands.

Net Acres (or Net Acreage):

The developable land area, not including streets, waterways, public land. All the statistics and projections in the Data Base and the General Plan are in reference to Net Acres unless otherwise specified.

Land Use Designation (or Land Use District, Land Use, District, Designation):

The type of land use which is most compatible with the area under discussion. The size of the Land Use District and the projected number of housing units on the land are determined by projecting the number of units which could be built on each individual parcel, and then totaling all of the units/ parcel figures.

SUMMARY OF FINDINGSEXISTING LAND USE

A.	City of Cotati - current developed land	48%
B.	Residential land use	79%
C.	Single family residential units	66%

MAXIMUM BUILD-OUT LAND USE

A.	Residential land use	72%
B.	Single family homes/residential land use	83%
C.	Multiple family homes/residential land use	17%

LAND USE

1. The City of Cotati - - -

- * 1.55 square miles of incorporated land
- * 990 gross acres inside city limits
- * 188 acres are consumed by the infrastructure of streets, easements and waterways
- * 53.5 acres are used by City and Public agencies
- * 748.5 acres equal the net acreage inside city limits.

2. The Cotati Planning Area - - -

- * 1,478 acres outside the city limits (1330 acres net, with 10% for streets and other public use)
- * 1,389 are designated for residential use
- * 89 are designated for commercial or industrial use

3. The General Plan Area - - -

- * 2,079 acres of land for private ownership or development
- * 1,846 acres are designated for residential use
- * 45 acres are intended for multiple family dwellings
- * 1,801 acres are recommended for single family homes

Land Use

Chart I

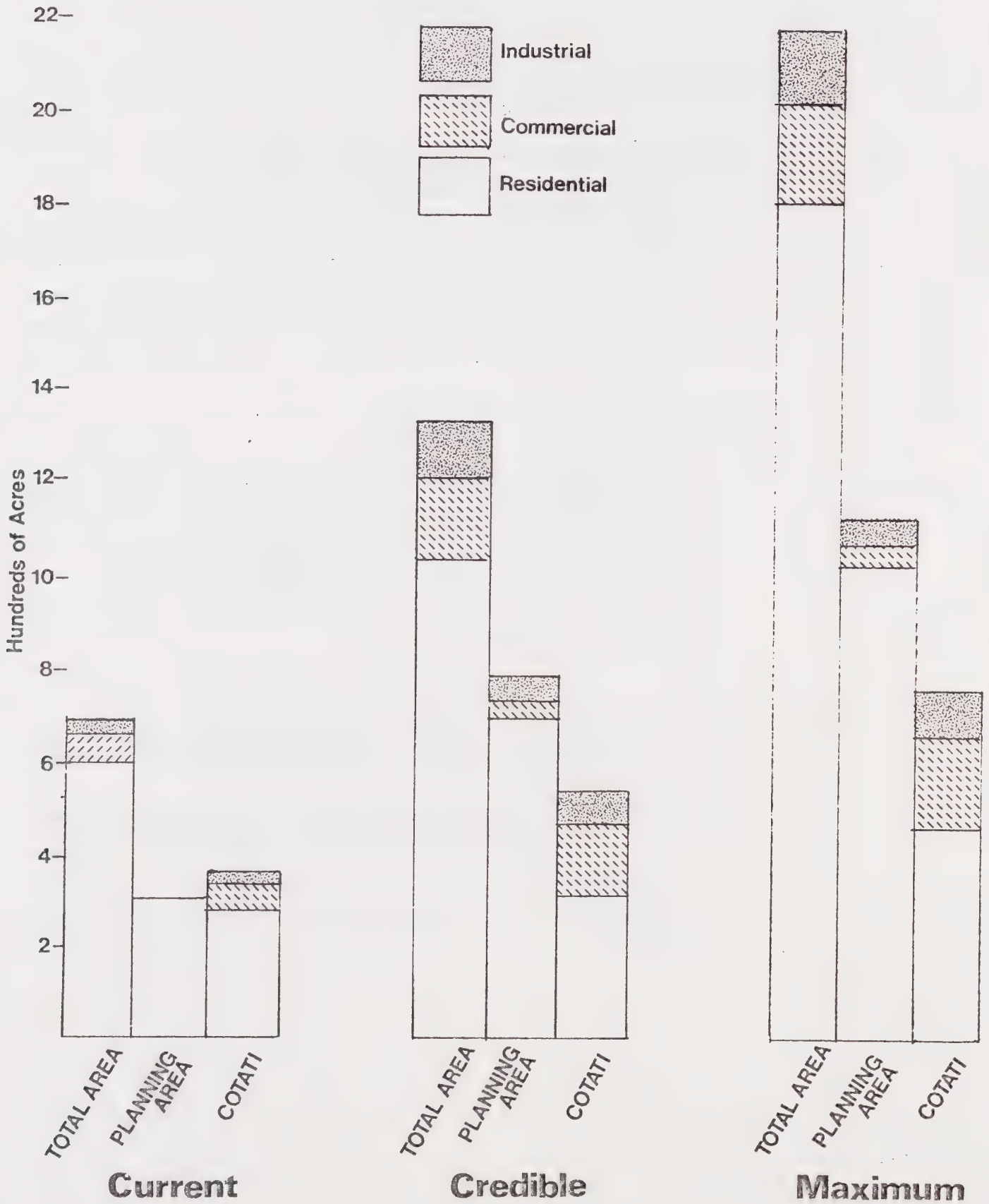
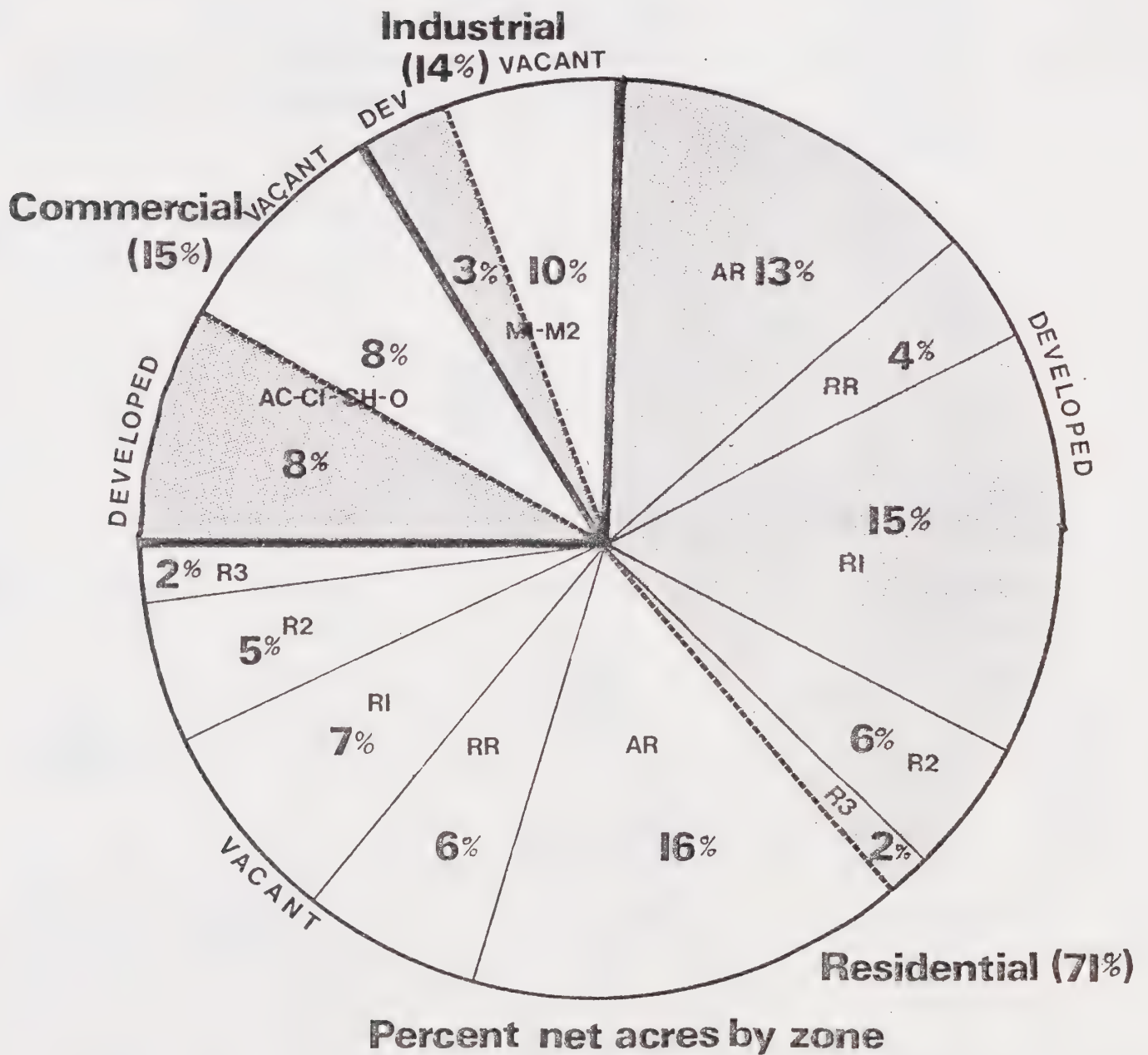


TABLE C

LAND USE ACREAGE

	<u>Number of acres in use</u>					
	<u>Current Use</u>		<u>Credible Build-out</u>		<u>Maximum Build-out</u>	
<u>1. General Plan Area</u>						
Residential	905	92%	1,340	81%	1,787	83%
Commerical	54	6	176	11	224	10
Industrial	22	2	133	8	157	7
	-----	-----	-----	-----	-----	-----
TOTAL	981		1,649		2,168	
 <u>2. Incorporated City Limits</u>						
Residential	288	79%	342	61%	457	61%
Commerical	54	15	146	25	194	26
Industrial	22	6	74	13	98	13
	-----	-----	-----	-----	-----	-----
TOTAL	364		562		749	
 <u>3. Unincorporated Planning Area</u>						
Residential	617	100%	998	93%	1,330	95%
Commerical	0		30	3	30	2
Industrial	0		59	4	59	3
	-----	-----	-----	-----	-----	-----
TOTAL	617		1,087		1,408	



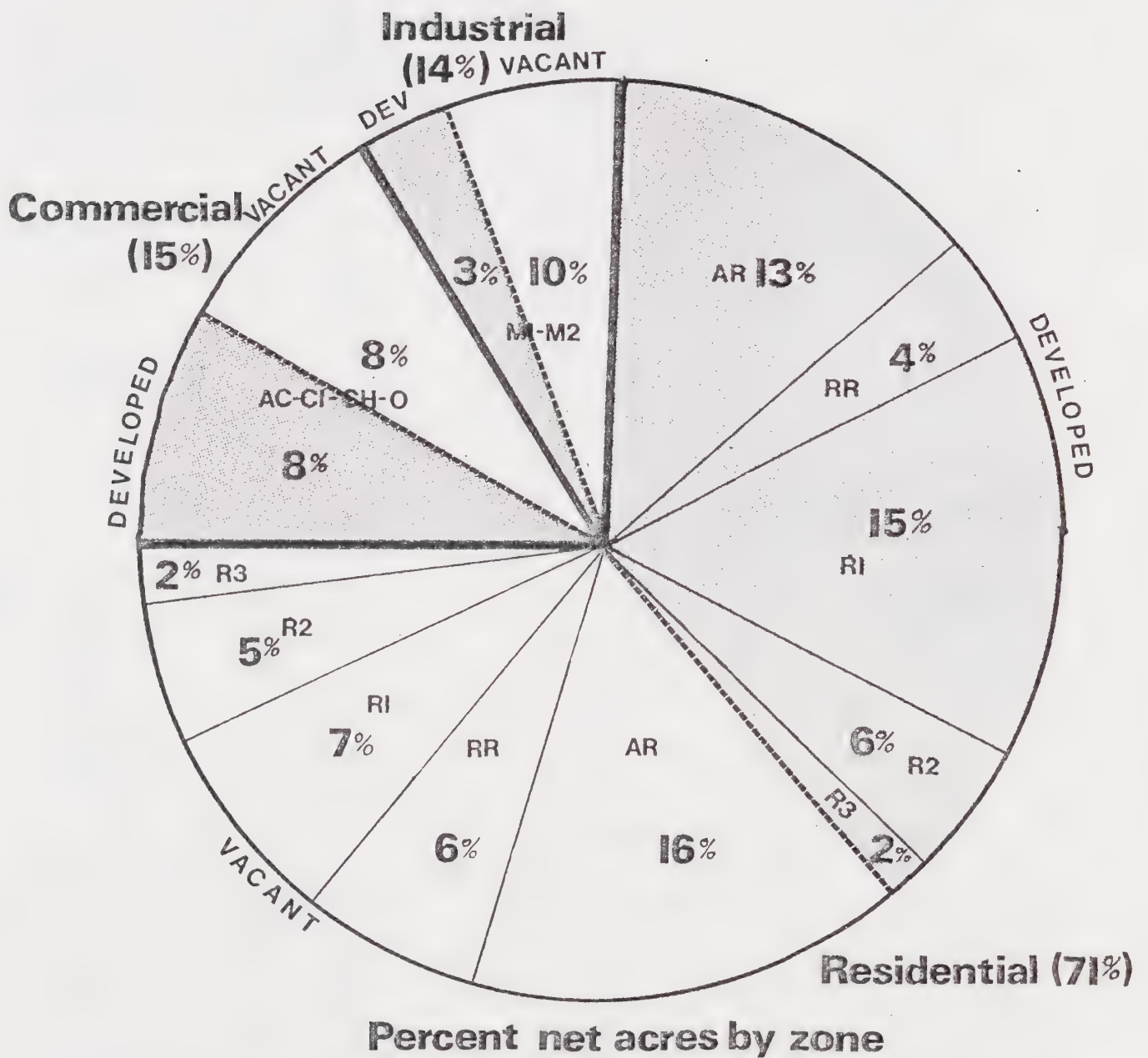
Land Use by Zoning Districts

Chart II

TABLE C

LAND USE ACREAGE

	<u>Number of acres in use</u>					
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Commerical	0		30	3	30	2
Industrial	0		59	4	59	3
	---	---	---	---	---	---
TOTAL	617		1,087		1,408	



Land Use by Zoning Districts

Chart II

TABLE D

POPULATION

- - - When all units under construction as of May 31, 1981 are occupied . . .

Incorporated City Limits	3,573
Unincorporated Planning Area	759
Total General Plan Area	4,332

- - - If all residential land were developed to the maximum density allowed by the General Plan . . .

Incorporated City Limits	5,886
Unincorporated Planning Area	1,247
Total General Plan Area	7,133

- - - The credible maximum population at build-out, based on 25% of all residential land remaining vacant . . .

Incorporated City Limits	4,415
Unincorporated Planning Area	935
Total General Plan Area	5,350

RESIDENTIAL UNITS

	Current		Credible		Maximum	
	<u>Units</u>		<u>Build-out</u>		<u>Build-out</u>	
1. <u>General Plan Area</u>						
Single family	1,202	77%	1,699	81%	2,264	81%
Multi-family and duplex	379	23	407	19	542	19
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL	1,641		2,106		2,806	
2. <u>Incorporated City Limits</u>						
Single family	1,009	73%	1,379	77%	1,834	77%
Multi-family and duplex	379	27	407	23	542	23
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL	1,388		1,783		2,376	
3. <u>Unincorporated Planning Area</u>						
Single family	253	100%	323	100%	430	100%

TABLE F

COTATI RETAIL SALES

Thousands of dollars

	1976	1977	%Chg	1978	%Chg	1979	%Chg
General Merchandise, Apparel, Drug stores	\$ 718	\$ 985	+37%	\$1,023	+ 4%	\$1,018	- 1%
Food stores	8,616	8,820	+ 2	9,504	+ 8	11,016	+16
Resurants, etc.	1,803	2,099	+16	2,455	+17	3,064	+25
Building materials, Farm implements	1,454	1,746	+20	2,045	+17	2,144	+ 5
Auto parts, service stations	3,272	3,416	+ 4	4,483	+31	6,341	+41
Other retail stores	478	529	+16	721	+36	787	+ 9
Service businesses	3,875	4,864	+26	5,908	+21	8,309	+41
TOTAL	\$13,734	16,094	+17	\$19,011	+29	\$24,457	+29

Board of Equalization, taxable sales figures. Food stores are based on BOE formula that taxable sales are 25% of gross sales. Gasoline sales are not included in Service Stations.

TABLE G

HOUSING STOCK INVENTORY

May 31, 1980*

Housing type	NEIGHBORHOOD						Total Cotati
	North west	West	South	East	Hub	North east	
Single family	8	141	109	238	102	12	610
Duplex	4	6	16	34	36	0	96
Apartment	0	0	108	66	78	31	283
Planned unit Development	0	0	0	269	20	0	289
Mobile home	2	0	105	0	2	1	110
TOTALS	14	147	338	607	238	44	1,388

* - total units for which building permits have been issued, or are already built and ready for occupancy as of May 31, 1980.

COMMITTED POPULATION
1980

By neighborhood	37	438	788	1,580	622	107	3,572
-----------------	----	-----	-----	-------	-----	-----	-------

DENSITY

Units per acre	3.3	0.8	1.5	3.6	4.0	1.6	2.6
People per acre	0.4	2.9	3.6	11.3	8.8	1.8	4.8
People per unit	2.6	3.0	2.3	2.6	2.6	2.4	2.5

NEIGHBORHOOD COMPARISONS

Percent of units	1.0%	9.1%	24.5%	43.7%	17.1%	3.2%	100%
Percent of people	1.0	12.3	22.1	44.2	17.4	3.0	100
Percent of acres	12.0	21.0	30.0	19.0	10.0	8.0	100

EMPLOYMENT

The Employment Development department Job Service projects the unemployment rate will continue to average around 7.0%, with a high approaching 7.8% during 1980 - 1981. The Sonoma County job market is projected in the Annual Planning Information, Santa Rosa SMSA report, published by E.D.D. in August, 1980.

In the SMSA, Sonoma County, there are nearly 4,000 new jobs projected to become available by 1981. The projections are made without considering the possibility of any new major industries locating in the County. Some career fields have more opportunities than others. This includes the Medical Services field and the electronics, and related industries.

<u>Employment Field</u>	<u>New Jobs, 1981/1980</u>
TOTAL: Nonagricultural employment	3,700
I. Manufacturing	900
A. Durable Goods	600
1. Machinery, electronics, etc	500
B. Nondurable Goods	300
1. Food processing	200
II. Retail Trade	1,100
A. Restaurants, etc.	300
B. Other retail business	700
III. Services	900
A. Medical and health care	200
B. Other services	700

All other career fields appear to project increases of 100 to 200 persons in the next year.

SECTION III

THE GENERAL PLAN ELEMENTS

1.00

LAND USE ELEMENT

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1.10

LAND USE GOAL

The City of Cotati shall ensure the efficient utilization of all incorporated lands to preserve, maintain and enhance the rural character desired by its residents; while providing a healthy economic base and adequate City services.

LAND USE

1.20

THE OVERALL PLAN

The land use of each neighborhood adds up to the overall picture of Cotati in the year 2000. Every land use designation is selected to balance the environmental and fiscal stability of the City as it grows during the next twenty years. Though these plans and projections are valid at the time the Plan is written, the entire General Plan should be updated in five years to reflect the actual progress and new goals for Cotati.

It is impossible to describe the City in any simple homogeneous way because of the changes in some neighborhoods, while other areas have remained virtually unchanged, and because of considerable differences in the character between neighborhoods. The Land Use element of the General Plan seeks to achieve a balance between preserving the small town, rural character of Cotati and anticipated growth.

1.21 POLICY I: RESIDENTIAL LAND USE

To provide a comfortable, attractive, safe, and varied living environment for the full range of household incomes and lifestyle.

The General Plan designates the largest portion of land use in Cotati for residential development. If the Cotati Planning Area were to be completely developed some time in the future, more than 85 percent of all land in the City would be residential. In several neighborhoods, the land use intensity has been increased to accommodate multi-family development in place of single family homes. In other

areas, multiple family land uses have been lessened in intensity for development as single family homes, more in keeping with the rural character in these neighborhoods. The Planning Area boundaries have been reduced to reflect the areas which are most directly in the Cotati sphere of influence. In addition, some single family residential land uses have been redesignated from large lot rural to higher density uses to realistically reflect current and efficient future development.

Changes made in residential designations by the Plan include:

- One portion of about 30 acres along Gravenstein Highway from Rural Residential to General Commercial, and a second area of Rural Residential is increased in intensity to Low Density Residential use.
- The West Neighborhood had one small Medium Density Residential district which has been split between General Commercial and Low-Medium Density Residential uses.
- On East Cotati Avenue, all Low-Medium Density land uses are increased to Medium Density Residential, and one Medium Density area is now split between a Linear Park, Office land use and High Density Residential. Noise and traffic factors make this street highly undesirable for single family homes with frontage.

1.22 POLICY II: COMMERCIAL LAND USE

Encourage local convenience and speciality shops and services to improve the local economy and increase Cotati's stable tax base.

Additional land has been designated for commercial uses. One important area is along Gravenstein Highway bordering the Northwest and West Neighborhoods. Both sides

of the Highway from the City Limits to Old Redwood Highway will accommodate some type of commercial business.

Five acres of land along East Cotati have been added to the Office Commercial land use inventory. No other portions of the City have been changed to commercial use.

1.23 POLICY III: INDUSTRIAL LAND USE

Develop a strong economical base of clean light industry on a scale with Cotati as a whole.

No new industrial land has been designated inside the current City Limits, as substantial portions of the existing industrial land are vacant. One section of unincorporated land along Helman Lane is designated for potential future industrial development. No further needs for Industrial land uses are foreseen other than those indicated within the City and in the Planning Area.

1.24 POLICY IV: PARK LAND USE

Provide adequate park space for present and future Cotati residents.

There is a need for the City to require developers of all types of residential land use to build parks to serve the needs of the proposed project and the users of adjacent areas. This is discussed in detail in the Open Space, Conservation and Parks elements later in the Plan. The City requires dedication of park land with development, or payment of fees in lieu of dedication. These fees accumulate for eventual new parks at the expense of park lands for current needs.

1.25 POLICY V: OPEN SPACE IN THE UPDATED GENERAL PLAN

Promote open space and the rural character.

To retain the rural character desired by the population, it is necessary to protect certain scenic vistas and keep them free from development. As discussed in the Open Space, Conservation and Parks elements, land owners are still able to propose development on their land to the density allowed by the total acreage, however, certain portions of specific parcels have been identified to remain free from development to accommodate the rural atmosphere goal of the City.

1.26 POLICY VI: CIRCULATION AND LAND USE

Provide a safe and efficient transportation system for all residents. Reduce through traffic in residential areas, and improve the appearance and efficiency of arterial streets.

Changes in the patterns of vehicular travel in and through Cotati are being initiated in the Land Use element for implementation as part of the Transportation section. These changes are intended to improve traffic flow and safety on all City streets. Specific policies regarding development and access to arterial streets are adopted to prevent further deterioration of traffic service levels on major streets and roads.

1.27 POLICY VII: ENERGY EFFICIENCY AND LAND USE

The City shall ensure that all new projects relating to the General Plan are energy efficient.

The General Plan mandates compact urban development to discourage expensive, inefficient scattered sprawl. More modest population projections in the General Plan also means less energy will be consumed by Cotati residents than originally projected.

Housing:

Solar access is now required by state law. In addition, the City shall require all new development to utilize solar technology, either active or passive, in supplying part of the hot water and heating needs of the building.

Energy efficient design, such as clustered units, retention of open space and innovative landscaping are encouraged for the same overall conservation goals.

Bicycles and alternatives transportation:

The City shall encourage the use of alternative transportation through provisions for bicycle and public transportation routes.

Streets:

The recognition that arterial streets are to be designed for the smooth, safe, efficient flow of traffic will reduce vehicular stop and go traffic, and improve gasoline conservation. Limited access and redesign of streets will create appropriate levels of service to accomplish this goal.

1.28 POLICY VIII: THE COTATI-ROHNERT PARK UNIFIED SCHOOL DISTRICT AND LAND USE

The City shall not approve any projects which will cause the student capacity of the Rohnert Park-Cotati School District to be exceeded.

In 1978, the School District commissioned a study of the needs for the area in school enrollment capacities and facilities. The study projected the population of Cotati in 2000 to be 7,000 persons. The General Plan projected maximum population is 5,886 , so no major impact is anticipated on the school district facilities by the City of Cotati.

SCHOOLS SERVING COTATI

	<u>Current Enrollment</u>	<u>Normal Capacity</u>	<u>Maximum Capacity</u>
Cotati Elementary (K-3)	300	379	409
Thomas Page Elementary (4-6)	196	240	264
La Fiesta Elementary (K-6) *	624	667	713
Rohnert Park Jr. Hi. (7-9) *	770	911	968
Rancho Cotate High (10-12) *	1506	1433	1509
	-----	-----	-----
Totals	3396	3630	3863

* - includes enrollment from Rohnert Park.

The Cotati-Rohnert Park School District utilizes a formula (shown on page 30, Section B) to project the number of students generated by dwelling type. Using this formula, it appears that Cotati has about 654 students in the area schools. The table in Section B is projected to show the number of students who will be generated by Cotati households at maximum buildout. The projection is 1,132 students, and the school district is anticipating 1,282.

B. AVAILABLE CAPACITY IN THE CURRENT SYSTEM: 467.

The Cotati-Rohnert Park School District has planned for an increase in enrollment generated by Rohnert Park, Cotati and the Rural areas surrounding the two cities. The projections are based on Rohnert Park continuing to annex land, and on Cotati generating 1,282 students by 2000.*

* Based on the C-RP School District Figures of students per household type by grade:

<u>GRADE</u>	<u>K-6</u> **	<u>7-8</u> **	<u>9-12</u> **		<u>Cotati</u> <u>Units</u>	<u>Projected</u> <u>students in 2000</u>
Single Family	.42	.13	.23	x	1,053)	
Multi Family	.15	.03	.05	x	1,202)	= 1,131.9
Mobile Home	.20	.05	.06	x	110)	

** Vern Weber, "Cotati-Rohnert Park Unified School District, Demographic Study 2nd Facility Needs" (Cotati, California: CRPUSD, 1978), p.2.

1.29 POLICY IX: CITY UTILITIES AND LAND USE

The City shall maintain adequate sewer and water systems for present and future development. New development shall support the burden of supplying its service plus system wide improvements necessitated by the increased demand.

The City has sufficient water supplies in its three wells to serve the immediate and intermediate needs of its residential and commercial development. There is a need for one well for every one thousand to fifteen hundred people.

In addition to sufficient water supply within its own system, the City can arrange for additional water through the aqueducts of the Sonoma County Water Agency. Between the two sources, there is more than enough water capacity

for the projections of the General Plan.

The City has a contract with Rohnert Park for treatment of sewage. The contract calls for the acceptance of a maximum of 0.52 million gallons per average dry weather day from Cotati sewers. Based on a 1980 study by the City Engineer, the City's present usage, plus that of all approved and committed projects is 0.306 million gallons per day, leaving an additional capacity of 0.214 million gallons a day. The sewer capacity of the City is 6,251 persons, well in excess of the credible buildout projection of 4,415, and the maximum projection of 5,886.

1.30 POLICY X: REGIONAL HOUSING REQUIREMENTS AND LAND USE

The City shall ensure that sufficient housing units are constructed each year so that Cotati maintains a fair share of Sonoma County population and housing supply.

Since 1970, the City of Cotati has had an average growth rate that is five times faster than Sonoma County's growth rate. This due in part to several annexations and the construction of Holiday Park between 1970 and 1980. The Sonoma County population in 1970 was 205,200, in 1980 286,683, an increase of 39.7%. The figures for Cotati are 1,359, 3025 and 123%. The percentage of Sonoma County's population residing in Cotati has increased from less than 7/10 of one percent in 1970, to just under 1.1 percent in 1980. The Cotati General Plan projects a maximum buildout population exclusive of annexation, of 5,886 or 1.5 percent of Sonoma County's population in the year 2000.

A growth rate averaging 100 new housing units per year between 1980 and 1990 would bring Cotati's population to a total approximating the figure projected by the General Plan as the maximum buildout (5,886).

The Cotati General Plan satisfies the supply of housing

units necessary to meet the City's fair share of the regional housing market.

1.31 POLICY XI: GROWTH MANAGEMENT AND ANNEXATION

The City shall adopt an average maximum growth rate to maintain a fair share of Sonoma County's population without overburdening Cotati public services and causing excessively rapid change of the character of the City.

This plan makes clear that it is the City's intent to preserve the small town character of Cotati, while meeting regional needs and ensuring fiscal stability. The land use designations of the plan provide space for a healthy commercial/industrial base, and a substantial increase in population.

The maximum population possible within the present City limits and Planning Area are 5,886 and 1,247. Given a likely maximum of 75% of all land developed (in 1980, 52% of the City was vacant), the maximum likely populations would be 4,415 and 935.

The Land Use Ordinance, the major implementing tool of the plan shall contain a phrasing system for residential growth. The system will help to reduce the impact of development on traffic, services and the character of the City, and will provide adequate time for the City to assess progress towards meeting its Plan goals.

It is the policy of the Plan to avoid premature commitment of land to urban use, and therefore allow annexation only where one or more of the following exist:

- 1) The City has reached the 75% development level within the existing City limits, and it has been determined that additional population is desirable.

- 2) Development has not realised the 75% level, but land and housing prices are rising at a rate well above surrounding areas, and are detrimental to the interest of residents.

- 3) The City determines that an annexation would serve

a specific, demonstrable need in relation to Plan goals and policies, and would not be detrimental to the overall intent of the plan.

In all these cases, it must be shown that the Plan Intent and Purpose is not violated by the annexation. Further, it is the express purpose of the Plan to provide appropriate land and services for a population from 5,000 to 6,000 people in a City with the character defined in the Plan. Growth or annexation above this level shall be subject to the closest and most careful review as this city size is felt to be optimal for Cotati's character and fiscal and environmental characteristics.

1.40

NEIGHBORHOOD LAND USE DESCRIPTION

1.41

LAND USE DESIGNATIONS

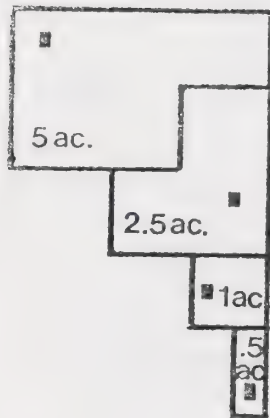
Land Use symbol	Type of land use	Maximum units/acre	Zoning equivalents
PA	Primary agriculture	1 unit/ 5 acres	County A1
SA	Secondary agriculture	1 unit/ 2.5 acres	County RR
R	Rural residential	1	AR
L	Low density residential	2	RR
LM	Low-medium density residential	6	R-1
M	Medium density residential	10	R-2

TABLE H

LAND USE AT MAXIMUM BUILD-OUT
Acreage Estimates

	<u>Neighborhood</u>						
	<u>North -west</u>	<u>West</u>	<u>South</u>	<u>East</u>	<u>Hub</u>	<u>North -east</u>	<u>City Total</u>
<i>Residential</i>							
Rural Density		119	116				235
Low Density	15		45				60
Low-Medium Density		39	29	51	47	4	166
Medium Density			11	25	24	17	60
High Density	<u> </u>	<u> </u>	<u>5</u>	<u>16</u>	<u>2</u>	<u>7</u>	<u>30</u>
Sub-Total	15	158	206	92	73	28	545
<i>Commercial</i>							
General Commercial	33	12		10		20	75
Central Business					31	5	36
Freeway Commercial	13					9	12
Office	<u> </u>	<u> </u>	<u> </u>	<u>9</u>	<u>3</u>	<u> </u>	<u>12</u>
Sub-Total	46	12		19	34	34	135
<i>Industrial</i>	<u>66</u>	<u> </u>	<u> </u>	<u>26</u>	<u> </u>	<u> </u>	<u>92</u>
<i>Net Acreage Totals</i>	127	170	206	137	107	62	772
<i>Public Land Use</i>	<u> </u>	<u> </u>	<u>13</u>	<u>11</u>	<u>5</u>	<u>8</u>	<u>37</u>
<i>Total</i>	127	170	219	148	112	70	809

Agrarian residences



- ← Primary Agriculture
- ← Secondary Agriculture
- ← Rural/
Agriculture Residential
- ← Low/Rural Density

Acres/unit	Zone
5	A1*
2.5	RR*
1	AR
.5	RR

*County zoning

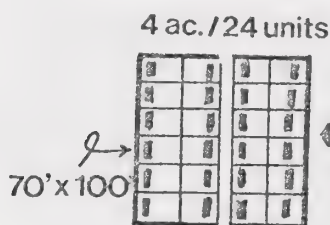
Urban residences

1 ac.



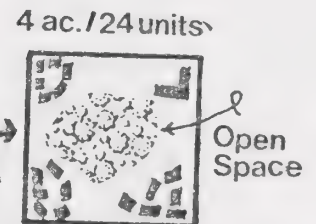
- ← Low-Medium Density
- ← Medium Density
- ← High Density

Units/acre	
6	R1
10	R2
15	R3

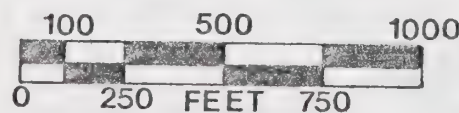


Single Family (R1) Subdivisions

Traditional (PUD) Cluster



Scale on land use maps, # 3-8.



RESIDENTIAL DENSITIES

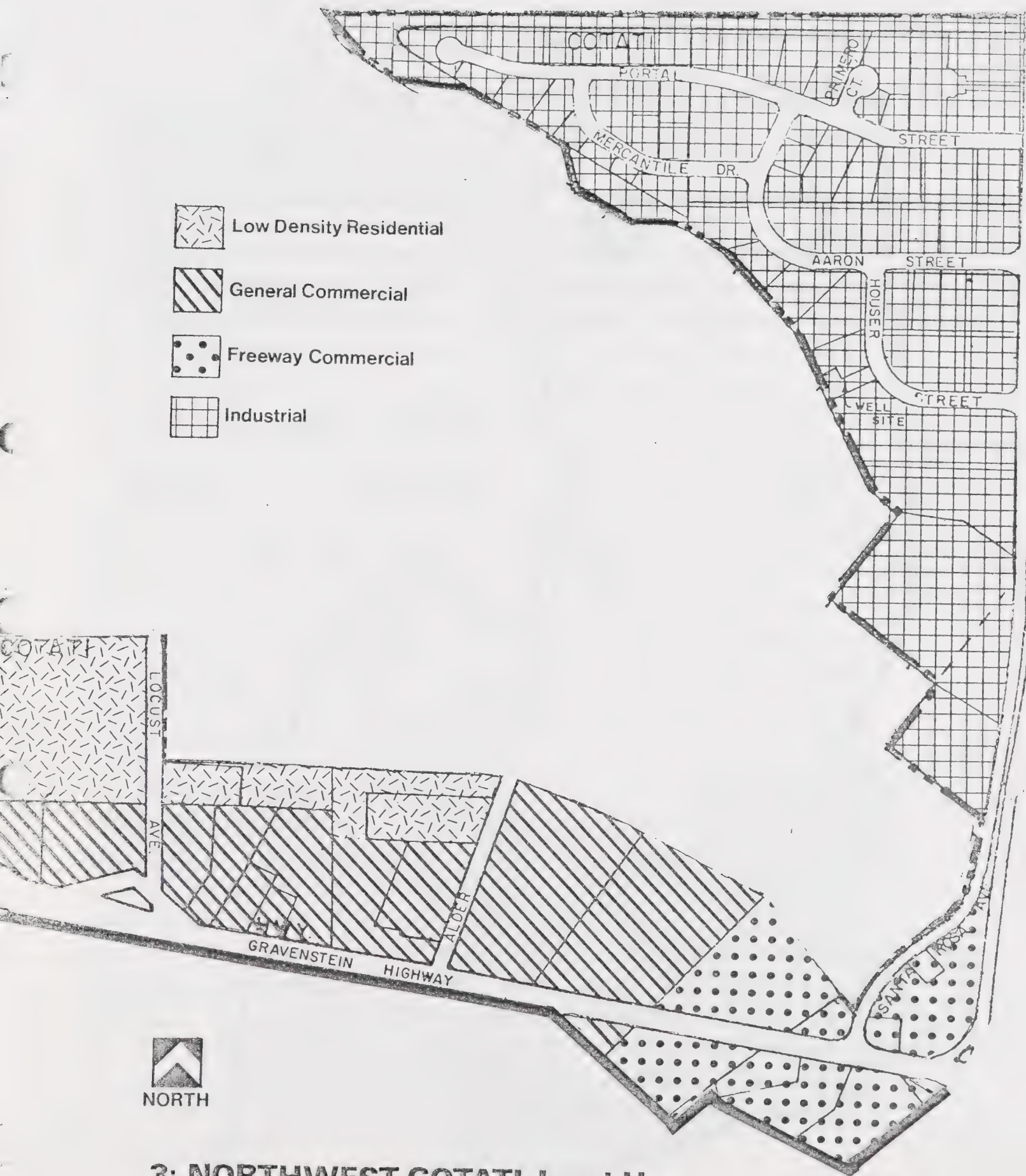
H	High density residential	15	R-3
CBD	Central business district		C-1, 0
C	General commerical		AC, C-1, 0
CF	Freeway commerical		CH
O	Office, professional services		O
I	Industrial		M-1, M-2
P	Public		P

1.42

NORTHWEST COTATI

The Northwest Neighborhood does not fit into the broad concept of Cotati's rural character. Because of the flat terrain and proximity to U.S. 101, the area is best suited as a major commercial and industrial district. There have been major subdivisions and improvements to support light industry in the northernmost portion of the neighborhood along South Santa Rosa Avenue. The past development pattern of agriculture-related and other strip commerical development has created a visual blight and hazardous traffic conditions.

The level topography presents rural vistas with panoramic views of Mount Taylor and Sonoma Mountain to the east, and the coastal hills to the west. There is one major tree stand which has been designated for preservation. Most of the neighborhood is considered archaeologically sensitive. Implementation of a preservation program for natural and man-made environmental features is detailed in the Open Space-Conservation element.



3: NORTHWEST COTATI Land Use

LAND USE

Land use in the Northwest neighborhood is in four distinct stages of development. The northernmost portion is under development as a planned industrial park with necessary street and service improvements included.

The area along the Gravenstein Highway is the prime cause of visual blight. The land use designation is General Commercial; businesses which would be appropriate in the area between the western city limits and the intersection of West Cotati Avenue would be those which are agricultural related and professional services. New development in the established area will be required to improve Gravenstein Highway for prevention of traffic service level deterioration.

The central portion of the highway, between Alder Lane and West Cotati Avenue, also would be appropriate for agriculture related business, plus additional speciality retail establishments to serve adjoining residential neighborhoods. This currently undeveloped area must be planned for cluster development with strictly limited access points to Gravenstein Highway. Design standards for buildings and street improvements will prevent further visual blight, and deterioration of traffic service levels. To accomplish this goal, adjacent parcels will need to be combined, or easements acquired by private developers, so that new commercial projects are accessible to Gravenstein Highway only at specific locations.

The area adjacent to U.S. 101 and South Santa Rosa Avenue both sides of the highway are best suited for Freeway Commercial land uses. This area is large enough to support visitor and freeway traveller needs. A low density residential district is designated at the western edge of the neighborhood, with the commercial land uses serving a barrier against the noise levels on Gravenstein Highway.



Land Use



The West Neighborhood is the major rural residential area of the city, and will continue to maintain this image. All the area lies west of U.S. 101, and is connected to the rest of the city by Gravenstein Highway and West Sierra Avenue.

The predominant land use is residential, with lot sizes varying from typical city-size parcels to areas of 10 or more acres. The terrain in West Cotati consists of gently rolling hills with occasional steep slopes which will cause difficulties in development.

Mature trees, residential streets and an older, quiet atmosphere shall be preserved throughout the entire neighborhood. Hilltops are to remain free of development, and major tree stands in the neighborhood are to be preserved, as stated in the Open-Space element.

LAND USE

The parcels bordering Gravenstein Highway from the City Limits to West Cotati Avenue are best suited for General Commercial uses. This, in fact, reflects the current land use for most of the area. New commercial development shall be required to improve the Highway frontage, and limit access to their property to a small number of entryways. New business in this area shall be compatible with the General Commercial district described in the Northwest Cotati land use plan.

The area of residential land adjacent to U.S. 101 is Low-Medium Density, reflecting the West Cotati Oaks subdivision, and the existing urban density uses on West Cotati Avenue, Maple and School Streets. There are only a few undeveloped lots remaining in this area. This portion of West Cotati is not within the proximity of a neighborhood park. The Parks and Recreation Element states the need for

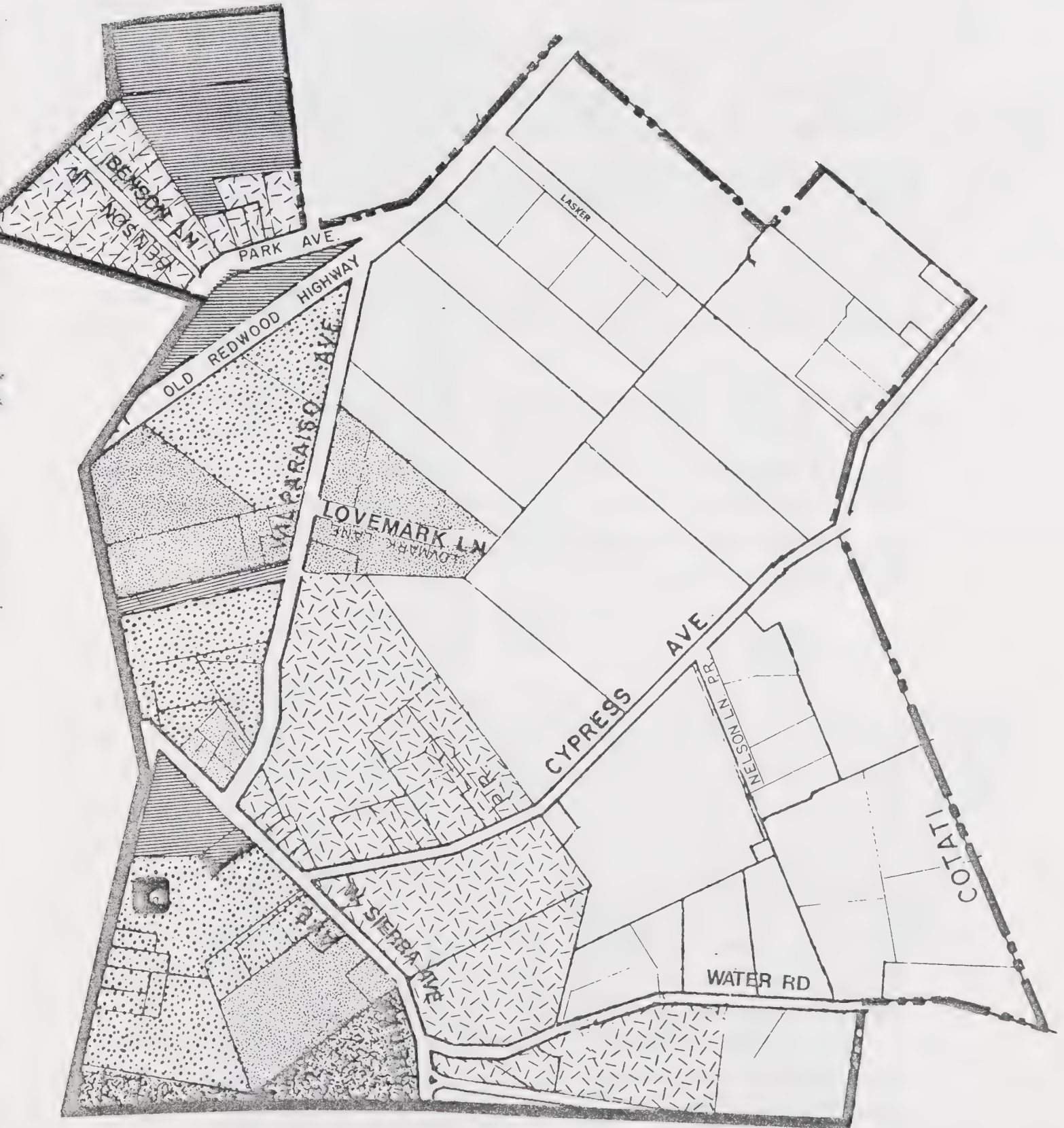
RESIDENTIAL DENSITY



Rural
Low
Low-medium



Medium
High
Public



NORTH

5: SOUTH COTATI Land Use

active open space in the immediate area.

The remaining land use in the West Neighborhood is rural residential with one acre minimum parcel size requirements. Future subdivision in the area should require consideration of the best use of the topography and the feasibility of providing city services to the area.

1.44

SOUTH COTATI

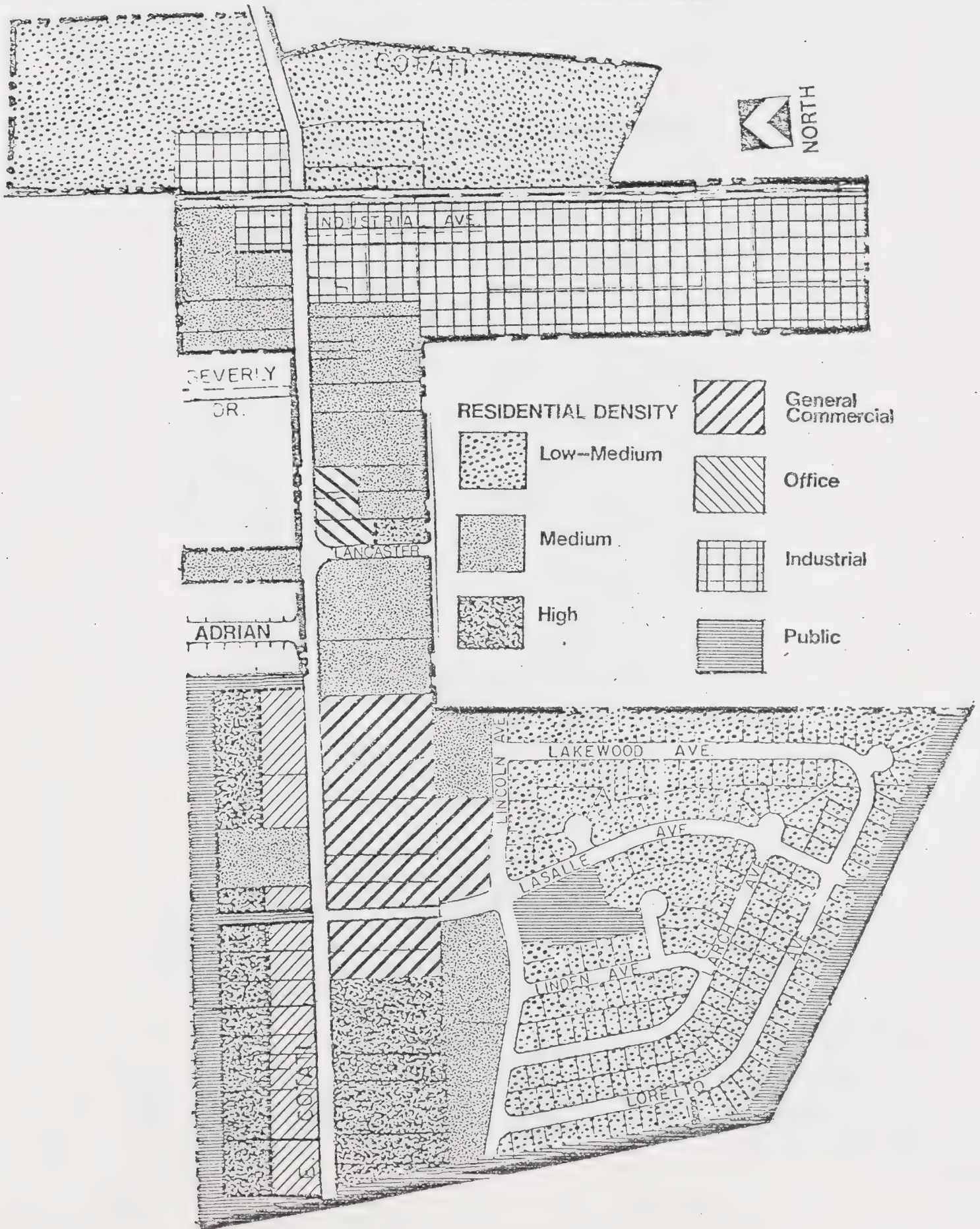
The South Neighborhood is bounded by School and Page Streets on the north, U.S. 101 on the west, and the City Limits to the south and east. It is in this neighborhood that the rural lifestyle (with which Cotati identifies), comes closest to being achieved. The South Neighborhood also serves as the southern entrance into town on Old Redwood Highway and the freeway. Topography is divided by the Highway, being flat to the east, and rising to rolling hills to the west.

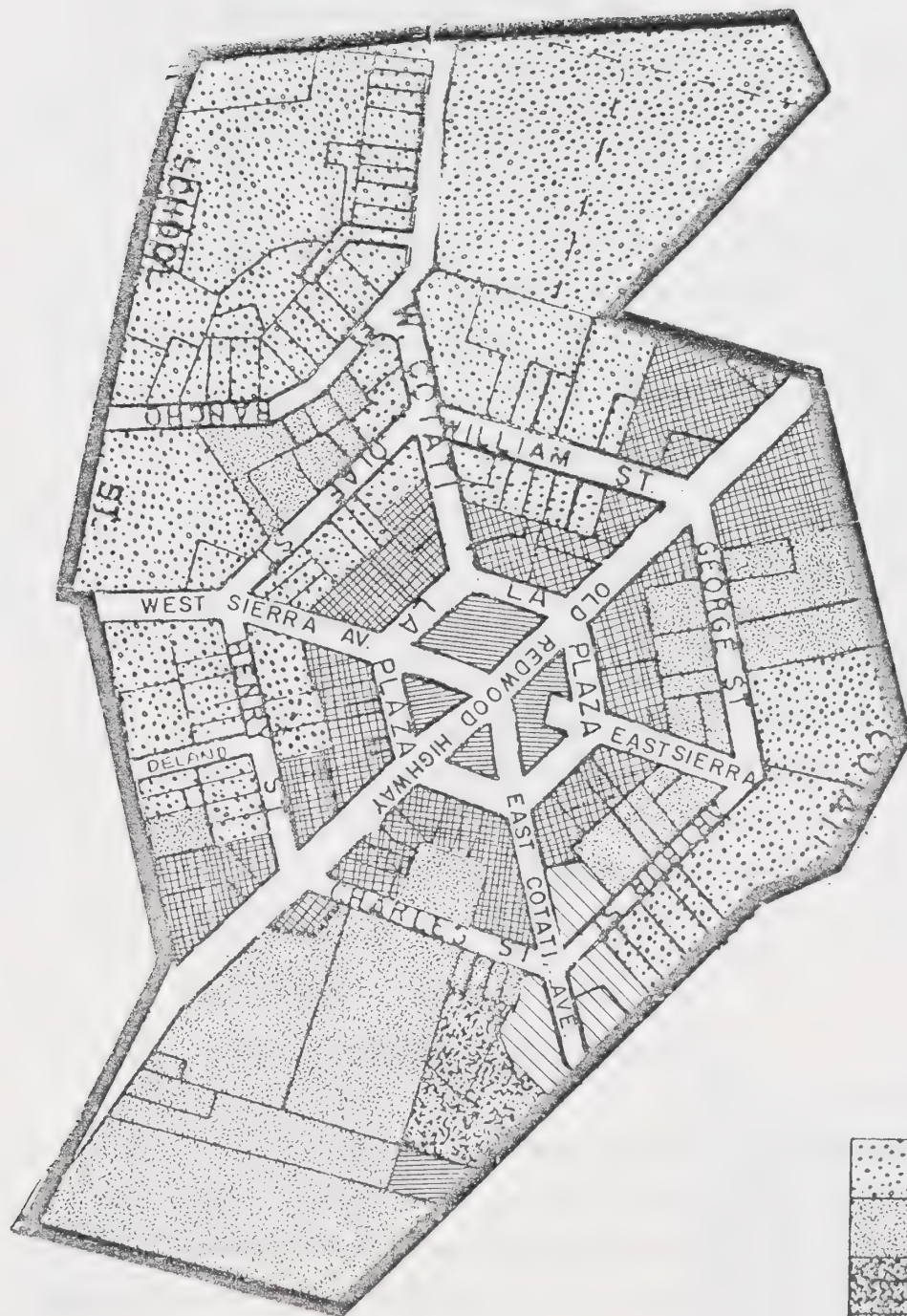
LAND USE

There are a variety of small town land uses on the north edge of the neighborhood where it adjoins the Hub. On the north side of West Sierra, the land use designations tend to be urban, with Low-Medium, Medium and High Density residential uses. South of West Sierra, the land use designations are almost exclusively Low and Rural Densities. Maintaining current land use, in conjunction with the Conservation Element, will preserve the open rural character, conserve tree stands, hilltop open space, and prevent excessive development on steep slopes.

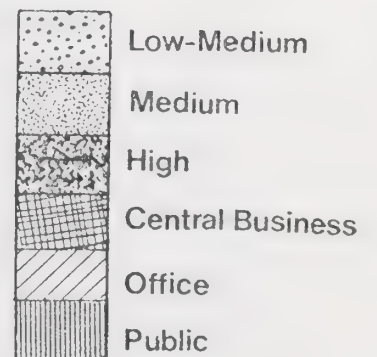
Although South Cotati is not the most populous neighborhood in the City, eighty percent of the park land is located here. The largest, Myrtle Park, is Cotati's major full facility city park. Delano Park is a vest-pocket park

6: EAST COTATI Land Use





7: THE HUB



All the vacant land on East Cotati Avenue will require planned development with limited access to the artery. This may mean combining lots or acquiring easements from adjoining property owners, and could delay some development. However, it is necessary to improve the levels of service experienced by traffic on East Cotati Avenue itself, if it is to continue as a viable traffic artery. Such improvements shall be of first priority in the planning process.

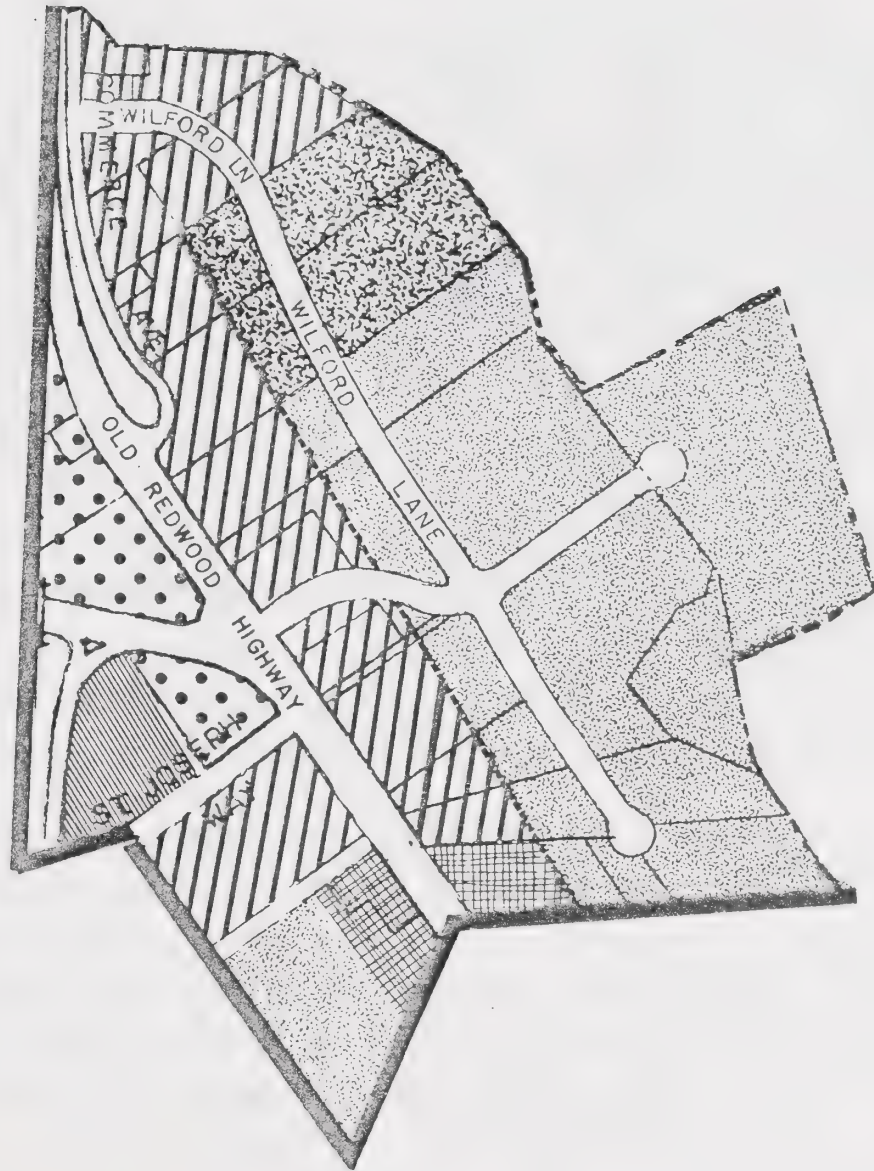
Rancho Cotate Shopping Center is a major General Commercial facility generating much of the traffic and significant sales tax revenues on East Cotati Avenue. Other commercial establishments and offices are scattered along the road.

In addition to some light industry, the industrial area on the west side of the railroad tracks has Cotati's only heavy industrial plan zoning district. There is room for further industrial development. One major constraint for determining the acceptability of a new industry in this area are the adjacent Low-medium Density residential developments. Future industry must keep noise levels below 60 dB(A) during daytime working hours and under 50 dB(A) at night as measured at the residential lot line. Industrial activities also impact traffic on East Cotati Avenue with heavy truck travel.

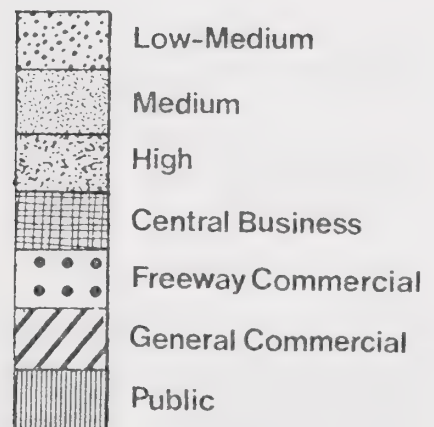
1.46

THE HUB AND CENTRAL COTATI

The Hub, which contains Cotati's Central Business District, La Plaza park, and many significant older residential and commercial structures, is the nucleus of the city. Major commercial uses in the hub include small specialty stores, restaurant and entertainment establishments, and some professional services. The Hub reflects the small town character of the City, and this theme shall be continued in any new development.



8: NORTHEAST COTATI Land Use



LAND USE

Residential areas immediately surrounding the Central Business District are predominantly single family homes. Recent development, however, has been largely multi-family projects. To preserve the rural character, any transition from single-family to multi-family development in the Hub should be controlled with strict limits on the number of new multi-family projects, limitation to single story structures in planned developments and apartments, and the design must blend with the character of the Central Neighborhood.

Proposed street improvements in all neighborhoods affect the levels of service and traffic volume through the Hub. These improvements and recommendations are detailed in the Transportation Element.

1.47

NORTHEAST COTATI

The Northeast Neighborhood, bounded on the north by the City Limits, on the east by the Laguna, on the west by U.S. 101 and the south by the Hub has been recognised for its growth potential. The area is flat, and readily buildable. It is well-served by public transportation, and is within walking distance of the Central Business District.

Much of the Northeast is located within the one hundred year floodplain, and is sensitive to archaeological history. The ground is subject to shaking during an earthquake, and soil liquefaction could occur. All these environmental constraints are to be mitigated during development.

LAND USE

Caltrans has installed a "Park-and-Ride" facility near the interchange of Gravenstein Highway and U.S. 101. This parking lot is accessible from St. Joseph Way, and is designed to conveniently serve bus and van-pool commuters.

The major commercial district in the neighborhood is a general commercial area bordering both sides of Old Redwood Highway from Commerce Boulevard to the Hub. Existing businesses lend a strip commercial appearance to the area, with traffic problems caused by unlimited access to and from the Highway. Future Commercial development will be clustered, planned projects with limited access.

The island of land between Gravenstein Highway, Old Redwood Highway and U.S. 101 is designated for Freeway commercial uses. Most of this area is already developed, however future businesses in this district must orient themselves to primarily serving the freeway traffic.

The two residential districts lie directly behind the commercial areas on each side of Old Redwood Highway. They are designated for Low-Medium and Medium housing to the west of the highway, and primarily for Medium and High Density housing east of Old Redwood Highway.

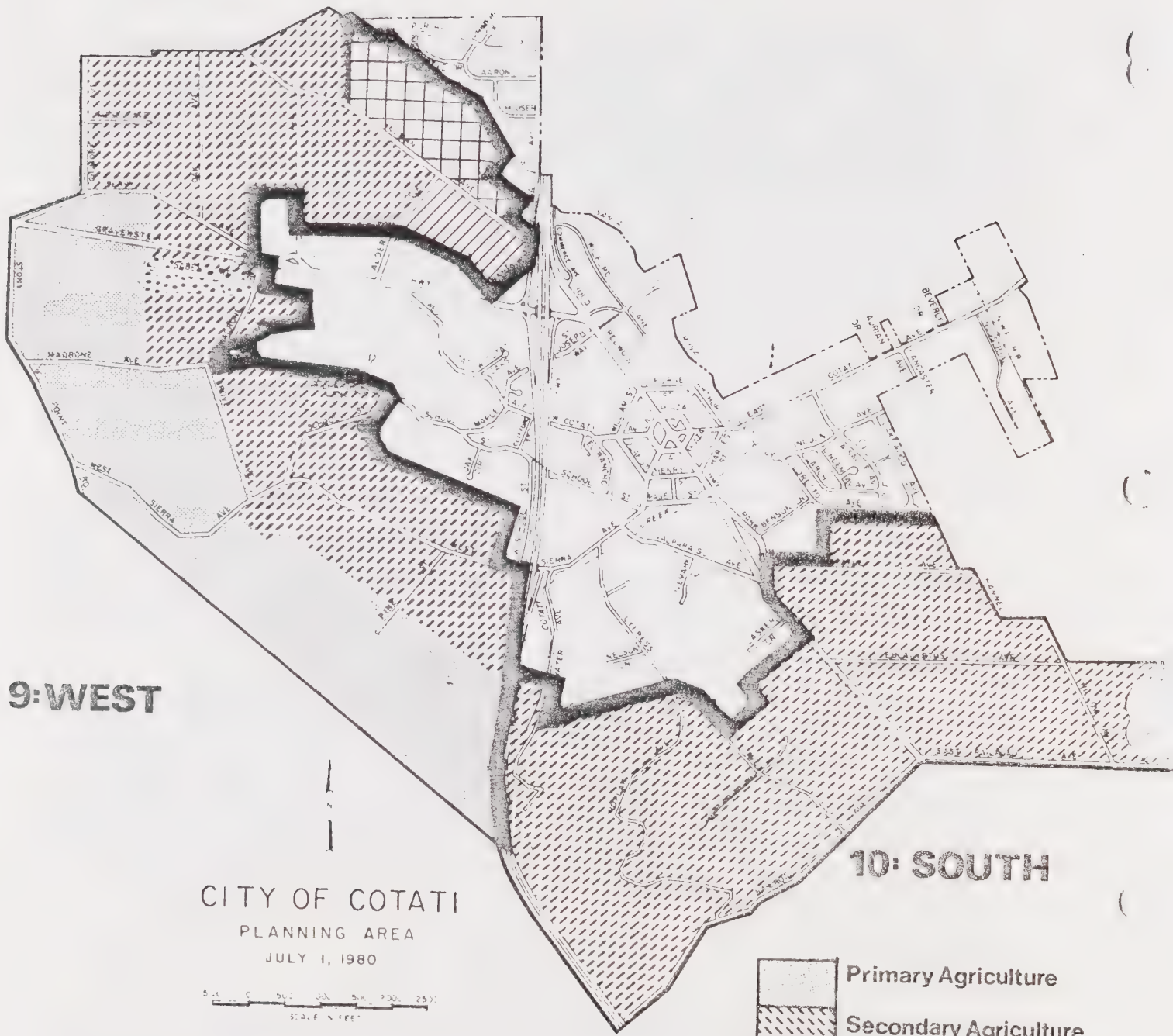
The area east of the highway, known as Wilford Lane, is a major developing residential area in Cotati. Current land use is scattered single family homes on large parcels. Access to the area is Wilford Lane from Commerce Boulevard, and through a new street to join Wilford with Old Redwood Highway at the intersection with Gravenstein Highway.

1.48






WEST PLANNING AREA

The West Planning Area borders both the Northwest and West Neighborhoods. It runs from Laguna de Santa Rosa down Lowell and Gilmore Avenues to Stony Point Road south to the border of the Rancho Cotate land grant and then east to Freeway U.S. 101.

The lands north of Gravenstein Highway are predominantly flat with scattered rural development and small farms. The area south of Gravenstein Highway consists of gently rolling hills, gradually increasing in height in



PLANNING AREA Land Use

-  Primary Agriculture
-  Secondary Agriculture
-  Low-Medium
-  Industrial
-  General Commercial

the southern portion of the planning area. The western edge of the planning area borders the Sonoma County Critical Open Space Community Separator. In the planning area, hilltops are to remain free from development. In addition, several major tree stands are marked for preservation, along with certain archaeological zones. All of these are mapped in the Open Space-Conservation element.

LAND USE

The Helman Lane portion of the planning area is bisected by Helman Lane from South Santa Rosa Avenue to Locust Avenue. The area is a wedge, bordered on the north and south by the city limits and the Northwest neighborhood. This area would accommodate light industry in a planned development with visual and noise barriers.

The smaller portion in the area, bordered by Helman on the north, South Santa Rosa Avenue and Alder Lane on the east and west, and the city limits on the south, is best suited for commercial development.

The remaining land in the West planning area is classified into two urban reserve categories: Primary Agriculture, with one residence per five acres; and Secondary Agriculture, with one residence per two and a half acres. The land in the Primary category generally borders the edge of the Planning Area along the Sonoma County Community Separator. The Secondary land use forms a belt between the Cotati City Limits and the Primary Agriculture land use district.

The one exception to this is the area along Isabel Lane which is designated Low-Medium Density to reflect actual land use in the area. In addition, the City shall take whatever action is necessary to cooperate with Sonoma County to prevent strip commercial development and unlimited access to Gravenstein Highway from Stony Point Road to the City Limits.

The current land use is rural residential with some small farms. East of Old Redwood Highway, the topography is flat with a few major tree stands. West of the highway, the geography consists of rolling hills, hilltop open space and tree preservation areas.

LAND USE

The area west of Old Redwood Highway will remain predominantly rural with Secondary Agricultural density housing, (1 unit per 2.5 acres) as well as appropriate open space to maintain the planning area's aesthetic value.

East of Old Redwood Highway, the area will remain outside the City, and in secondary agricultural use.

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THE HOUSING ELEMENT

2.01

BACKGROUND

The City of Cotati has many specialized housing needs. The residential environment has made Cotati one of the more desirable places to live in the Bay Area. However, Cotati, as in the case with many cities, has some severe housing problems that must be dealt with; the Housing Element attempts to do that.

2.02

HOUSING AND POPULATION TRENDS

Table K on page 45a shows the overall growth of the City from 1970 to the projected maximum build-out. The population estimates are made by multiplying the number of units by estimates of persons per household, as derived from the Census figures in 1970, 1975 and 1980. The Buildout estimates are based on the Sonoma County projections that house-hold sizes are decreasing as the year 2000 approaches.

In 1981, there were 110 mobile homes in the mobile home parks in Cotati. Because of new State laws allowing manufactured housing such as mobile homes on the lots in single-family areas, they have been included here in the category for single-family dwellings.

<u>Persons per unit:</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>Buildout</u>
Single Family	3.05	2.94	3.00	2.90
Duplex			2.50	2.25
Apartment	3.05	2.25	2.25	2.00
Planned Development			2.35	2.25

Sources for Table K: 1970 Decennial Census, Bureau of the Census; 1975 Mid-Decade Census, Sonoma County Planning Department; 1980 Decennial Census, Bureau of the Census; 1980 General plan Data Base Update, Planning Division, City of Cotati.

	1970			1975			1980			1981			BUILDOUT		
	Number	75/70	% Chg.	Number	75/70	% Chg.	Number	81/75	% Chg.	Number	81/75	% Chg.	Number	Bld/81	% Chg.
UNITS															
Single Family	425	719		294	69		700	720	1		1002	282	39		
Duplex							96	96			96				
Apartment	20	294		274	1370		255	283	85	29	446	163	58		
Planned Unit Development							108	289	289	100	832	543	188		
TOTAL	445	1013		568	228		1159	1388	375	37	2376	988	71		
POPULATION															
Single Family	1297	1982		685	53		1957	2017	35	2	2906	889	44		
Duplex							240	240			216	-24			
Apartment	61	661		600	984		574	637	216	33	892	255	40		
Planned Unit Development							254	679	679		1892	1193	176		
TOTAL	1358	2643		1285	207		3025	3573	920	35	5886	2313	65		

TABLE K Housing and Population Trends

Housing Stock

Chart IV



VACANCIES

Vacancies vary somewhat on a seasonal basis, due to the University being closed during the summer. It matters little, however, when the overall housing availability is below two percent. In 1979, a survey of housing determined that the vacancy rate was 3.1 percent of total units during the summer. Though no precise measurement has been made, it is estimated that the fall and winter vacancy rates could be as low as one percent. Cotati must continue a commitment to a variety of housing types in appropriate neighborhoods to meet the current demand for adequate, affordable shelter.

2.04

POPULATION CHARACTERISTICS

At the time of the completion of the Draft General Plan Update in September, 1980, the current Decennial Census Data were not available. It is recommended that the population and housing characteristics of Cotati be compiled following receipt of the full 1980 Census Data and be inserted as a supplement to the General Plan before June, 1981.

2.07

HOUSING CHARACTERISTICS

In 1978, the City conducted a housing condition survey, finding that there were 45 dwelling units suitable for rehabilitation, and 35 that were substandard. In 1979, the City received grant money for rehabilitation loans and 51 units were improved from 1979-1981, at which time there were no further applicants for the program.

2.10

PROBLEMS WITH FINANCING RENTALS

Cotati needs rentals, and few rentals are being built in the region generally. To get some idea of the reasons for this, three banks, two savings and loans, a mortgage company and a private financial lender were all queried about the difficulty in developing and financing apartment complex units.

The first problem is that pure rental projects rarely produce a large enough positive cash flow to offer a developer an adequate return on investment. The investment is regained at the time the unit is sold.

The financial institutions surveyed, without exception, said that they would discourage a developer seeking financing for an apartment complex from building in the City of Cotati. In two cases, the institutions said they would not consider financing a rental project in Cotati. It is only fair to note, however, that it is very difficult to finance an apartment in any Sonoma County community.

The primary reason given for this reluctance to finance rental units in Cotati is the presence of rent control. First, though new projects are exempt from rent control, when the projects are sold they are subject to the ordinance. This means the value of the equity cannot be recovered by a developer when the project is sold.

Secondly, rent control limits return on investment, and with rising costs, financial institutions feel that if the developer suffered a severe financial loss, and they were required to foreclose on the project, they would not be able to recover the value of the loan.

Cotati voters approved rent control by initiative, and it is felt to be an essential regulation in a city with a large percentage of renters. The City must explore means of encouraging rental construction given the reality of rent control.

2.20 STATEMENT OF COMPLIANCE WITH ASSEMBLY BILL 2853

Assembly Bill 2853 requires the City's General Plan to respond to certain statewide issues. These are covered in several parts of the Plan.

A. Government Code 65583.a; Housing Element:

1. Population Trends	Housing Element	2.02
Employment Trends	Data Base	.59
Regional Housing Trends	Land Use Element	1.30

2.	Household Characteristics	Housing Element	2.02 + 2.04
	Ability to pay	Housing Element	2.33 + 2.40
	Housing Characteristics	Housing Element	2.07 + Table K
3.	Vacant Land	Land Use Element	Charts
			Q1 to Q7
4.	Government Constraints	Housing Element	2.50
5.	The Cost of Housing	Housing Element	2.30
6.	Special Housing Needs	Housing Element	2.40,
			2.50, 2.60
7.	Energy Conservation	Land Use Element	1.27
B. Government Code 65583.b;			
Housing Element			
1.	Quantified Objectives	Housing Element	2.50
2.	Rehabilitation	Housing Element	2.07
C. Government Code 65583.c;			
Housing Element:			
1.	Identify sites	Land Use Element	1.40 -
			1.49
2.	Housing assistance	Housing Element	2.40 - 2.45
			2.50
3.	Government Constraints	Housing Element	2.50
			Policy I
4.	Rehabilitation	Housing Element	2.07
5.	Housing Goal	Housing Element	2.50

The cost of housing in the 1980's is soaring beyond the capacity of the median income family to purchase a new home without utilizing a substantial downpayment. Interviews were conducted with area financial institutions to attempt simulation of the model mortgage on the purchase of a median priced Cotati single family residence, and the construction of a one acre apartment complex.

It should be noted that the figures shown in this model are an attempt to create a "median", and do not necessarily reflect a specific situation. The size of the downpayment, the credit worthiness of the purchaser, and the sources of the borrowed money all affect the actual monthly payments.

2.31 SINGLE FAMILY HOME

On September 1, 1980, a survey of Cotati Real Estate firms, the Sonoma County Multiple Listing Service, and local financial institutions agreed that the median sale price of a single family dwelling in Cotati was \$75,000. The following charts show the cost of financing, and the income a family is required to earn to finance the dwelling by conventional means.

A. - DETERMINATION OF MORTGAGE AMOUNT

Selling price:	\$75,000
Minimum down payment (20%)*	15,000
	<hr/>
Amount to be financed:	\$60,000

* - for conventional bank mortgage

B. MONTHLY PAYMENT

The loan is based on 13.25% annual interest rate, which was the rate in effect September 1, 1980 for conventional mortgages with 29 years of payments.

Principle and interest:	\$ 672
Property tax in Cotati:	63
Homeowner insurance:	25
<hr/>	
Total payment for shelter	\$ 760

C. QUALIFICATIONS FOR LOAN

Cost of shelter:	\$ 760
Shelter cost is 25% of gross	
monthly income:	\$ 3,040
Allowance for long term debt*:	\$ 243

* - In qualifying for conventional financing, an institution looks at the monthly gross and applies two formulas. First, the P.I.T.I. (principle, interest, taxes, insurance) payment cannot exceed 25% of the gross. Second, the total long term debt (P.I.T.I., cars, credit cards and loans maturing in over twelve months) cannot exceed 33% of the monthly gross income. In this example, all long term debt except housing cannot be over \$243 per month.

2.32 FINANCING AN ACRE OF APARTMENTS

It is more difficult to determine a "typical" or "median" apartment cost. This model is shown to express an idea of the costs involved in financing and constructing a new apartment complex on one acre of land in a high density land use, R-3 zone. It is not the actual cost of developing

a project. The assumption is that the developer will also apply for the maximum 30% density bonus, and construct 19 units.

A. DEVELOPMENT COSTS

(19 two bedroom units
@ 750 square feet)

Land cost (1 acre, zoned R-3):	\$ 70,000
Utility installation *:	35,700
Permit process:	28,496
Construction (\$40/sq. ft.)	570,000
	<hr/>
Cost of the project	\$704,196

*- City water and sewer, PG&E gas and electric.

B. FINANCING COSTS

Land, permits, installations:	\$134,196	Paid in cash
Downpayment on construction (50%):	285,000	Private investment
	<hr/>	
Amount to be financed:	\$285,000	Bank Loan

The bank loan is based on a 17% A.P.R. over 30 years.

C. MONTHLY PAYMENTS

Principle and interest:	\$ 4,063
Taxes:	1,233
Fire and liability insurance:	100
	<hr/>
P.I.T.I. Payment:	\$ 5,396

D. DETERMINATION OF RENT CHARGES

Monthly P.I.T.I.:	\$ 5,396
Operating cost (17%)*:	917
Total Gross Income	<hr/> \$ 6,313
Gross income per unit	\$ 332
Average rent per unit	332
Gross profit per unit (before taxes)	<hr/> 0

- * - Operating costs covers the cost of an apartment manager (part time in this case), building and landscape maintainence, losses from tenant damage, bad checks, legal fees, non-payment of rent, etc., and return on investment.

E. RETURN ON INVESTMENT

There is still the initial \$419,196 which was invested into the project by the developer. This money may be recovered in two methods:

1. Addition of profit to rent charges, similar to a store mark-up.
 2. Selling the property for more than development costs.
- ... Or a combination of both

2.33 COTATI MEDIAN INCOME AND BUDGET AMOUNT FOR SHELTER

- A. Banks and Credit Institutions look for shelter costs, (P.I.T.I. or rent) to be 25% of gross family earnings or less.
- B. The Sonoma County Housing Authority, using Housing and Urban Development figures has projected data for the County Median Income by family size.

C. Moderate incomes are considered those which are 80% - 120% of the median. Low incomes are those under 80% of the median.

D. SONOMA COUNTY MEDIAN INCOME

Family Size	80%	100%	120%
1	\$12,000	\$15,000	\$18,000
2	\$13,700	\$17,125	\$20,550
3	\$15,400	\$19,250	\$23,100
4	\$17,100	\$21,375	\$25,650

E. BUDGET AVAILABLE FOR SHELTER PER MONTH

Family Size	Moderate Income Shelter Budget
1	\$250 - \$375
2	\$285 - \$428
3	\$320 - \$481
4	\$356 - \$534

Low income is less than the lowest moderate data.

2.40 HOUSING ASSISTANCE

Even though the median income levels for Cotati indicate there should be more than half the families in the City receiving some type of housing assistance, fifty-four families actually receive financial aid for shelter costs through the Sonoma County Housing Authority. Prior to 1980, twenty-six families received assistance. With the opening of Windwood Apartments on East Cotati Avenue, another twenty-eight families will be able to live in low rent housing.

Subsidized units will not meet the needs of the area's residents, with inflation and interest rates having a severe effect on owners and renters alike. The City needs to implement inclusionary zoning requirements that ensure affordable housing for an increasing percentage of people. While it is certainly not expected that government will make it possible for everyone to have a new home, it is clear that housing design and construction techniques need to address the changing needs of the market. It will not be possible to continue to build large, expensive homes in a time of resource and energy scarcity, and expect such units to meet the needs of most of the people in need of housing.

Given below is a listing of some of the most common forms of housing subsidy. A complete listing may be found in the office of the Planning Department.

2.41

RENTAL SUBSIDY

Section 8 (HUD)

A. Existing Housing. This is a rental subsidy program which makes up the difference between fair market rents and 25% of the eligible tenants income. Participants are considered eligible according to income, which must be 80% of the area's median income. Sonoma County's median income is \$21,000. 80% of this figure is \$17,100, probably the approximate median income for Cotati. There are presently twenty-six Cotati households participating in this program.

B. New Construction. Housing project is built by the city or a private developer. The loan is guaranteed by HUD through direct payments to the project owner. Tenants receive conventional Section 8 rental subsidy.

C. Low Rent Leased Public Housing. The local housing authority (in this case Sonoma County Housing Authority) leases dwellings from private owners and then rents to tenants eligible under Section 8 subsidy program.

2.42

DIRECT LOW INTEREST LOANS

FEDERAL

A. Section 202. Direct loans for the Elderly or Handicapped. Provides long-term direct loans to private, nonprofit sponsors to finance rental or cooperative housing facilities for elderly and handicapped.

B. Section 312. Provides rehabilitation loans at an interest rate of 3% to bring property up to code standards in designated development areas.

STATE

A. California Housing Finance Agency. Provides construction and rehabilitation loans to developers of housing for mixed income and the elderly.

B. Home Ownership Home Improvement Loans. Allows low and moderate income people to purchase or rehabilitate by using loans from California Housing Finance Agency at below market interest rates.

C. Cal-Vet. State Department of Veterans Affairs helps veterans buy homes at low financing costs. This program covers homes, mobile homes, farms and rehabilitation loans.

D. State Franchise Tax Board. Homeowner and Renter Assistance Law. Provides rental assistance and tax relief for disabled, elderly and the blind.

MORTGAGE INSURANCE

Mortgage insurance programs account for the largest number of State and Federal housing programs and are especially valuable now that purchase prices have pushed mortgage payments beyond the reach of most moderate-income families. The U.S. Department of Housing and Urban Development provides insurance to private or public lending institutions by assuring the loan will be repaid. This enables households with marginal credit histories to be eligible for loans they might not otherwise be able to receive.

- A. Section 203. One to four family home mortgage insurance.
- B. Section 207. Mortgage insurance for multi-family housing and mobile home parks.
- C. Section 213. Federal Mortgage Insurance to finance cooperative housing.
- D. Section 221 (d) (3) & (4). Multi-family rental housing for low-moderate income families.
- E. Section 223 (f). Mortgage insurance to rehabilitate existing apartments.
- F. Section 231. Mortgage insurance for construction or rehabilitation of multi-unit housing for elderly or handicapped.
- G. Section 234 (c) & (d) Mortgage Insurance for purchase and development of condominiums.
- H. Section 245. Provides insurance on graduated payment

mortgages. This allows downpayment of only 10% and initial low mortgage payments.

I. Section 265/235. Provides mortgage insurance to purchasers of single-family homes whose adjusted income is less than 95% of the areas median.

2.44 MORTGAGE REVENUE BONDS

These are general obligation bonds which are sold by the city on the public bond market. The proceeds from the sale are then made available for mortgage loans, usually through a private loan company. These loans are offered at low interest rates, usually 1-1/2 to 2 percent less than current mortgage rates. This reduces monthly payments and enables a larger number of people to purchase homes at a given income.

2.45 COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

This program provides grants and loans from Housing and Urban Development to local governments to fund community development activities, which will increase or improve housing conditions. CDBG money may be used for rehabilitation of public and private structures, code enforcement, public services, and acquisition of land and improvement of sites for assisted housing.

The City of Cotati shall ensure that all residents have adequate, affordable housing.

POLICY I: STREAMLINING OF THE PLANNING PROCESS.

The City shall promptly process and render a decision on all project proposals which are consistent with the General Plan and Land Use Ordinance.

POLICY II: HOUSING VARIETY

The City shall ensure that no one housing type dominate any neighborhood of the city, except for those areas zoned for large-lot rural residential use.

POLICY III: AFFORDABLE HOUSING

The City shall ensure that low and moderate cost housing units (available for persons of low and moderate income as defined by the Federal Department of Housing and Urban Development) are constructed as a part of all major housing projects; each project shall contain at least 15 percent of such units. The City will attempt to provide from 20 to 40 percent of all new housing in price categories accessible to the majority of the population of the City and regional area.

OBJECTIVES

1. Low and moderate cost housing shall be a cohesive part of the overall project, and not an obviously separate portion of the residential development.
2. The City shall cooperate with developers and builders to find financial support from the private and public market-place when necessary to expedite the construction process to increase the housing supply.

3. The City shall designate the inclusion of low and moderate cost housing units in all residential developments, and shall offer density bonus incentives in excess of densities allowed by the Plan where appropriate.

4. The City shall adopt standards of pricing and family income by which a family qualifies for possession or ownership of low or moderate income housing.

5. The City shall establish an ordinance to prevent required low and moderate price housing from being used for speculation purposes.

6. The City shall serve as coordinator for the exploration of new techniques to provide affordable housing, and shall emphasize private action and contracting for services to avoid excessive bureaucracy and spending.

2.60 ALTERNATIVES TO CONVENTIONAL HOUSING

There is a great need in Cotati to consider implementation of procedures to permit alternatives to the traditional single family home for ownership or rental. Recent changes in the property tax structure allows the City to collect property taxes on mobile homes for the first time. Changes in ordinances should be adopted to allow smaller mobile home parks inside the city limits. Strict standards for park layout, subdivision, landscape and screening need to be enforced.

Other housing types which are less expensive than conventional means are the manufactured, or pre-fabricated house, the housing kit and the owner-built home. These housing concepts when aesthetically appropriate, should be encouraged in Cotati.

The technology is now available for manufactured multi-family units, which could also be considered as a means of economically constructing apartment or condominium projects.

3.00

TRANSPORTATION

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3.11 DATA BASE

Traffic on Cotati streets has increased an average of 25 percent over the data collected for the 1978 General Plan. In most cases, total traffic on Cotati arterial streets is more than half way to the projected traffic in the year 1997.

TABLE K
COMPARATIVE TRAFFIC LEVELS
(Average Daily Trips - ADT)

	1978 General Plan	1980 Traffic Count	Percent Change
Old Redwood Highway	12,000	15,500	+29%
Gravenstein Highway	10,000	15,200	+52%
East Cotati Avenue*	10,000	17,600	+58%
West Sierra Avenue	4,000	4,560	+14%

* - With Sonoma State University in session.

Traffic has increased substantially with new development in the Cotati area. Most of the traffic problems are caused by through traffic, as many Cotati city streets are the primary means of access for residents of Rohnert Park to get home from U.S. 101. Some residential streets in Holiday Park are carrying traffic levels which rival arteries in the city.

CITY LIMITS



Arterials
Collectors
All others are residential

TABLE L
CIRCULATION
HOLIDAY PARK ("L" SECTION) STREETS

<i>Dates</i>	<i>Street (Location of counter)</i>	<i>Direction</i>	<i>Average Daily Traffic</i>			<i>Peak Hour/Traffic</i>	
			<i>7 Days</i>	<i>Mon-Fri</i>	<i>Weekend</i>	<i>AM</i>	<i>PM</i>
August 1980							
6-13	LaSalle Avenue(at entrance to Rancho Cotate Shopping Center)	Northbound	1,694	1,746	1,394	8:00/93	5:00/126
		Southbound	1,428	1,536	1,075	11:00/105	5:00/121
6-13	Lincoln Avenue(at City Limits)	Eastbound	812	935	916	11:00/51	5:00/99
		Westbound	755	713	841	8:00/33	5:00/58
6-13	Lancaster Avenue(at City Limits)	Northbound	2,114	2,196	1,569	8:00/149	6:00/164
		Southbound	2,525	2,601	2,159	8:00/60	6:00/248
6-13	Benson Lane(between Loretto and Park Avenue)	Eastbound	860	750	597	11:00/36	5:00/75
		Westbound	960	850	658	6:00/63	6:00/63
6-13	TRAFFIC FLOW INTO HOLIDAY PARK:		5,568	5,600	4,672		
	TRAFFIC FLOW OUT OF HOLIDAY PARK		5,523	5,505	4,729		

TABLE M
CIRCULATION
NORTH COTATI ARTERIALS

<u>Dates</u>	<u>Street (Location of counter)</u>	<u>Direction</u>	<u>Average Daily Traffic</u>			<u>Peak Hour/Traffic</u>	
			<u>7 Days</u>	<u>Mon-Fri</u>	<u>Weekend</u>	<u>AM</u>	<u>PM</u>
August 1980							
13-20	GRAVENSTEIN HIGHWAY (Between West Cotati and South Santa Rosa Ave.)	Eastbound	7,508	6,794	7,830	7:00/574	5:00/585
		Westbound	7,669	7,595	7,879	9:00/502	5:00/638
13-20	OLD REDWOOD HIGHWAY (Just south of St. Joseph's Way)	Northbound	7,537	7,872	6,265	9:00/421	5:00/625
		Southbound	6,480	6,708	5,845	9:00/301	3:00/591
14-20	OLD REDWOOD HIGHWAY (Between Commerce Blvd. and Gravenstein Hwy.)	Northbound	10,687	10,159	11,760	11:00/731	3:00/850
		Southbound	4,926	5,623	3,744	10:00/383	4:00/401
14-20	COMMERCE BOULEVARD (Just north of Old Redwood Hwy.)	Northbound	5,496	5,748	4,894	10:00/290	6:00/520
		Southbound	5,616	5,793	5,190	9:00/350	5:00/480

NOTE: The northbound on-ramp to U.S. 101 at Old Redwood Highway was closed from 1000-1500 on August 15, traffic was rerouted onto Commerce Boulevard northbound.

TABLE N
CIRCULATION
OTHER ARTERIALS

<u>Dates</u>	<u>Street (Location of Counter)</u>	<u>Direction</u>	<u>Average Daily Traffic</u>			<u>Peak Hour/Traffic</u>	
			<u>7 Days</u>	<u>Mon-Fri</u>	<u>Weekend</u>	<u>AM</u>	<u>PM</u>
<u>August 1980</u>							
15-20	EAST COTATI AVENUE (east of the NW Pacific RR crossing) (1)	Eastbound	4,927	5,334	4,140	11:00/293	5:00/498
		Westbound	2,971	2,198	3,470	11:00/213	4:00/358
<u>Sept.</u>							
20-25	EAST COTATI AVENUE (east of the NW Pacific RR crossing) (2)	Eastbound	9,325	10,567	6,201	9:00/498	5:00/621
		Westbound	6,905	7,127	5,370	11:00/451	5:00/701
<u>August</u>							
20-25	WEST SIERRA AVENUE (at School Street)	Westbound	2,136	2,256	1,944	7:00/113	5:00/186
		Eastbound	2,424	2,520	2,280	9:00/149	5:00/213
20-25	WEST SIERRA AVENUE (at La Plaza)	Westbound	1,968	1,824	1,584	9:00/102	5:00/186
		Eastbound	2,208	2,184	2,184	10:00/123	5:00/213
20-25	OLD REDWOOD HIGHWAY (between La Plaza and Henry)	Northbound	3,960	4,125	3,720	9:00/180	5:00/350
		Southbound	3,696	3,912	3,384	9:00/140	5:00/340
20-27	ADRIAN DRIVE (between Burton and East Cotati Avenue in Rohnert Park)	Northbound	2,592	2,832	2,208 (3)	9:00/229	4:00/208
		Southbound	2,651	2,640	1,752 (3)	9:00/119	4:00/221

(1) Sonoma State University was not in session during this traffic count.

(2) Sonoma State University was in session during this traffic count.

(3) Traffic Counter was vandalized so that weekend data reflects Saturday, 8/22 only.

1980 Traffic Count

La Salle Avenue	3,100
Lancaster Avenue	4,600
Lincoln Avenue	1,600
Benson Avenue	1,800

3.12

DEFINITIONS

Average Daily Traffic:

The total number of vehicles which use a particular road during an average twenty-four hour period.

Roadway Capacity:

The maximum number of vehicles which can reasonably expect to pass a given point on a road during a given period of time.

Levels of Service:

The actual ability of a vehicle to move freely, safely and comfortably along a given roadway. Levels of service are divided into six categories:

- Level A: The least dense level of traffic. No restrictions to traffic flow, with vehicles travelling at the posted speed limit, or greater.
- Level B: Traffic flow is stable, though the number of vehicles has increased, which results in a reduction of average speed to about 85% of the posted limit.
- Level C: Traffic flow is still considered stable, but as capacity traffic levels are approached, speeds average 80% of the posted limit.

- Level D: Roadway capacity is almost reached; traffic flow is unstable with speeds dropping to 50% of the posted speed limit. Probability of rear-end accidents increases.
- Level E: Full capacity is reached. Traffic safety is limited. Traffic flow is very restricted with frequent stops and starts.
- Level F: Capacity has been exceeded, even though the number of vehicles per hour passing a given point is less than peak hour levels. Extreme congestion occurs and traffic is stalled more often than it is moving.

3.13

STREET STANDARDS

Residential

(Generally Under 2,000 vehicles per day)

The primary purpose of residential streets is to provide access to houses and individual parcels. Commercial traffic is limited to delivery and pick-up within the area. Commercial through traffic is discouraged in order to maintain safe and quiet conditions in the neighborhoods.

Minimum street widths are two lanes of twelve feet each. All streets in Cotati which are not designated as arterial or collector streets are considered residential streets.

Collector

(Generally 2,000 - 5,000 vehicles per day)

The collector streets serve as intermediate links between residential and arterial streets. Their function is to funnel and disperse traffic from main thoroughfares. Increased minimum widths of fourteen feet per lane allow collectors to accommodate a higher number of vehicles at a

comfortable level of service.

Collector streets are: La Plaza, Henry, Charles, Myrtle, La Salle, Lancaster from East Cotati to Lincoln, and West Cotati from Maple to La Plaza Park.

ARTERIALS

(Generally over 5,000 vehicles per day)

These are the main traffic corridors within the city, allowing traffic to move quickly from one section of town to another. Efficient traffic flow is of primary importance, while individual property access is secondary and restricted.

Arterials may be two or four lanes wide, and should have limited access to ensure maximum vehicle capacity and safety. Arterials in Cotati are: Old Redwood Highway, Commerce Boulevard, Gravenstein Highway, East Cotati Avenue, West Sierra Avenue and U.S. 101.

3.14

TRAFFIC GENERATION

Different land uses tend to generate different amounts of traffic. There have been numerous studies of actual vehicle trips generated, and these are averaged to give a guideline of how much traffic can be expected by specific land uses.

Residential uses

Single family homes	10 - 20 trips per unit per day
Apartments	5 $\frac{1}{2}$ - 12 trips per unit per day
Mobile homes	5 $\frac{1}{2}$ - 12 trips per unit per day
Planned unit developments	8 - 18 trips per unit per day
Actual Holiday Park (208 single family homes, 30 duplex and 80 PUD units)	10 - 18 trips per unit per day

COMMERCIAL USES (Daily)

General Offices	11.7 trips per 1,000 sq. ft.
Medical Offices	75.0 trips per 1,000 sq. ft.
Small Shopping Center	116 trips per 1,000 sq. ft.
High Turn-Over Restaurant	164 trips per 1,000 sq. ft.
Expensive Restaurant	56 trips per 1,000 sq. ft.
Service Station	133 trips per pump
Supermarket	126 trips per 1,000 sq. ft.
Convenience Market	323 trips per 1,000 sq. ft.

INDUSTRIAL USES

General Industrial	52.4 trips per acre per day
Industrial Park	68.1 trips per acre per day
Warehouse Facility	60.1 trips per acre per day

INSTITUTIONAL USES

Elementary School	.5 trips per student per day
University	2.4 trips per student per day
City Park	60.0 trips per acre per week- end day

Commercial trip generation varies greatly with the time of day, day of the week and season. October through December generate 50% more trips than average. May through July generate 65% of the average.

CIRCULATION GOAL

The City of Cotati shall maintain and preserve appropriate levels of service on all streets and roads.

POLICY I: ARTERIAL STREETS

The City shall take steps to ensure that traffic on arterial roads is able to travel efficiently and safely without undue interruption of service because of access to and from the route.

OBJECTIVES

1. The City shall redesign and improve arterial streets where necessary to ensure traffic moves at service levels B and C or better.

2. Arterial roads shall be designed for through traffic to prevent overflow of vehicles onto residential streets.

3. To ensure appropriate levels of service on arterial roads, access from adjacent land uses shall be limited to service roads and common entrance points.

POLICY II: COLLECTOR STREETS

Collector streets shall be the main access between residential and arterial streets, and shall be designed to discourage use as a shortcut through residential neighborhoods.

OBJECTIVES

1. Through commercial traffic shall be discouraged on collector streets.

2. Where necessary, the City shall take steps to reduce traffic congestion on collector streets through design, changes in signing and striping, or the elimination of parking.

POLICY III: RESIDENTIAL STREETS

In order to maintain safe and quiet residential neighborhoods, the City shall limit traffic on residential streets.

OBJECTIVES

1. All through traffic shall be actively discouraged on residential streets.

2. New residential streets shall be designed to prevent through traffic and high rates of speed.

POLICY IV: TRAFFIC GENERATION

Traffic impacts of new development shall be compatible with the available and planned capacity on all affected streets.

OBJECTIVES

1. All new development shall improve the streets along their frontage to city standards.

2. Where a development will produce a major traffic impact that cannot be handled by the street on which it vents, then the developer must improve all of the inadequate street to the next collector or artery. The cost shall be shared by the first developer and all future development that benefits from the improvement.

3.16

RECOMMENDATIONS

East Cotati Avenue needs a Special Study to plan for a complex redesign to prevent further deterioration of traffic service levels on the artery. Only one half of the available commercial and high density residential land has been developed along the street, and unlimited curbcuts for future driveways will slow traffic to unsafe, inadequate levels. Access needs to be limited through use of common access or the private acquisitions of rights-of-way to funnel traffic onto East Cotati at specific points to be designated by the Special Study.

Similar situations of service level deterioration could occur on Gravenstein Highway as it passes through the newly designated commercial districts, and on the northern portion of Old Redwood Highway from La Plaza to Commerce Boulevard. Access must be limited on these and other arteries to allow safe travel that is energy efficient and causes as little air pollution as possible. Strict standards shall be maintained for landscaping and screening of arterials to reduce their visual / aesthetic impact.

3.20

SCENIC HIGHWAYS ELEMENT

3.21

SCENIC HIGHWAYS IN A RURAL CITY

To enhance the overall goal of maintaining Cotati's rural atmosphere, certain streets within the Planning Area have been designated as Scenic Streets and Roads. This requires enforcement of design review standards, intensive use of landscaping in new construction, and preservation of the quality of the view from the roads.

In designating roads outside the City Limits as Scenic Highways, Cotati is asking the appropriate state or county agency to maintain and preserve visual quality along those specific streets. The City has the power to enforce this goal where State and County roads pass through the city limits; in the General Plan Area, the city may suggest scenic standards be met on proposed projects during the public hearing process at the county level.

3.22

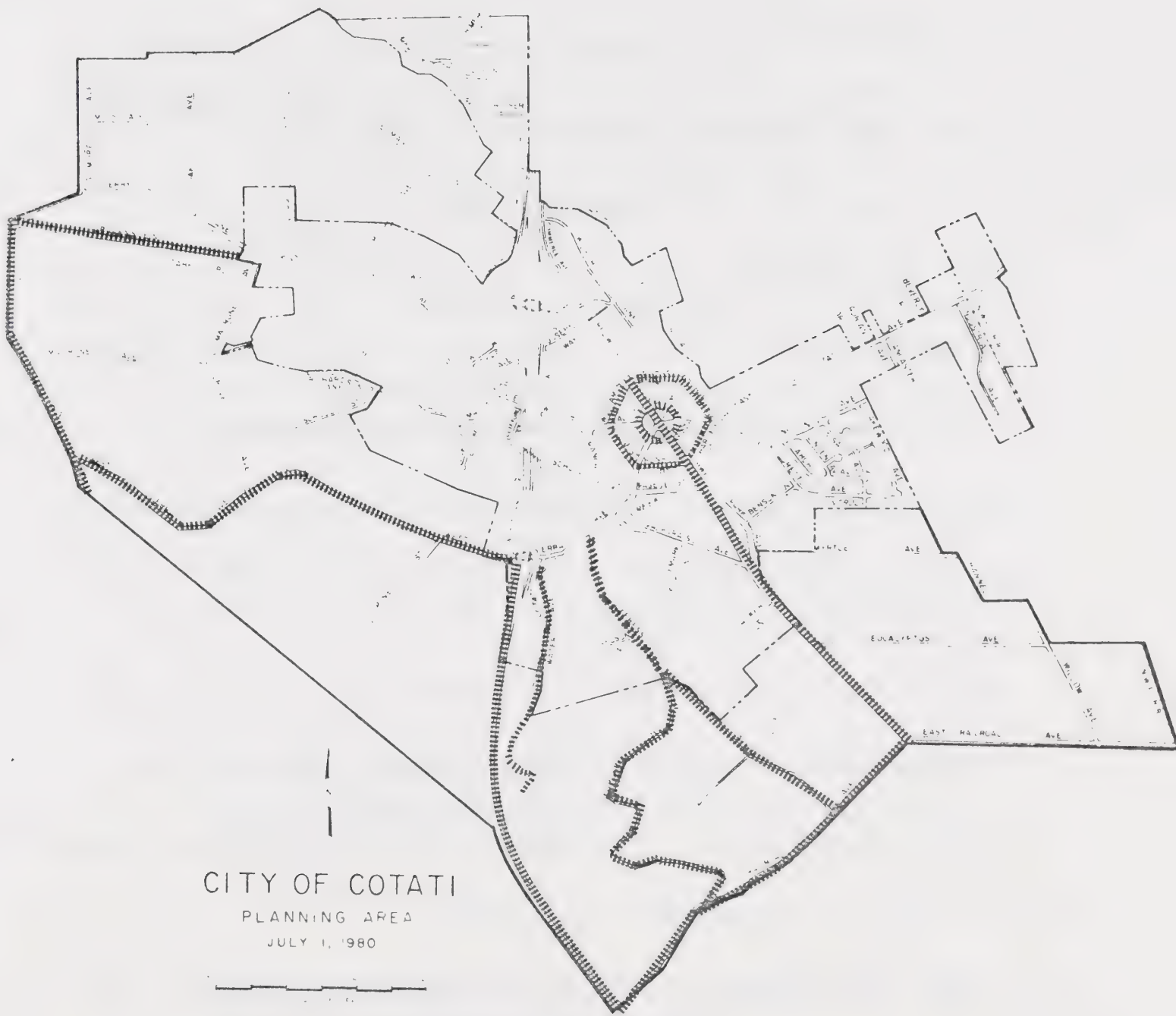
RECOMMEDATIONS

A. Entranceways

The routes into Cotati should enhance separation from adjacent communities, and where appropriate, a visually attractive perspective fitting with Cotati's rural atmosphere shall be preserved. Sign ordinances, design standards and street improvements should all be consistent and attractive.

B. The Hub

The Central Business District should maintain its distinct feeling through preservation and enhancement of La Plaza and the six Hub streets.



12: SCENIC HIGHWAYS

C. Rural Streets

Roads with legitimate vistas enhancing the conceptual feeling of "traveling in the country".

3.33

DESIGNATIONS

A. Entranceways

Gravenstein Highway:	from Stony Point Road to West Cotati Avenue
Old Redwood Highway:	from Railroad Avenue to Park Avenue
West Sierra Avenue:	from Stony Point Road to School Street

B. The Hub

La Plaza:	all six streets surrounding the park
The Outer Hub Streets:	Arthur, George, William, Olaf, Henry and Charles
Old Redwood Highway:	from Page Street to William Street.

C. Rural Streets

Stony Point Road:	from Gravenstein Highway to West Sierra Avenue
Railroad Avenue:	from Old Redwood Highway to U.S. 101
Cypress Street:	from West Sierra Avenue to Railroad Avenue
Water Road:	from Cypress Street to the end.
Poplar Street:	from Maple Street to Railroad Avenue
U.S. 101:	from Railroad Avenue to West Sierra Avenue

SCENIC HIGHWAYS GOAL

The City of Cotati shall maintain the aesthetic quality of all designated scenic streets and roads within the City Limits.

POLICY I: LAND USE

The City shall regulate land use along scenic roads to maintain their visual character.

OBJECTIVE

The City shall discourage strip commercial development along Old Redwood and Gravenstein Highways.

POLICY II: STRUCTURES

The City, through the design review process, shall regulate the design of new construction along scenic streets and highways.

POLICY III: THE HUB

The City shall maintain the unique character of the Hub and the designated Hub Streets.

POLICY IV: LANDSCAPING

The City shall enforce strict landscaping requirements in all new construction along scenic streets.

POLICY V: SIGNS AND BILLBOARDS

The City shall restrict and control the number of signs and advertising billboards located on Scenic streets and highways as allowed by state law.

OBJECTIVES

1. The City shall set a schedule of amortization for the removal of all advertising billboards not located on the place of business that they promote, but located on a Scenic Highway. The amortization shall not exceed five years.

2. The City shall require sign permits for all new signs, and any changes and maintenance on existing signs located on Scenic Highways. At the time of the permit, the signs shall be evaluated for consistency with the goals of the Scenic Highway Element.

3.30

PUBLIC TRANSIT ELEMENT

3.31

CURRENT TRANSPORTATION INVENTORY

A.

PETALUMA TRANSIT

Fare: 40 rides for \$7.50; 25c per ride. Senior citizens, 10c Handicapped persons, 10c Blind persons, free. Transfers are free.

Route 10:

Sonoma State University to Southwest to Commerce to Sonoma County Library to Commerce to Old Redwood Highway to East Cotati Avenue to La Salle to Loretta to East Cotati Avenue to Sonoma State University.

B.

GOLDEN GATE TRANSIT

Fare: 20 rides for a 20% discount; To/from Santa Rosa, local trips, 35c; To/from San Francisco, \$2.25; Local senior citizen trips, 15c; Handicapped persons, local trips, 15c; Blind persons, local and long distance, free.

Route 70:

Adrian and Southwest to East Cotati Avenue to Old Redwood Highway to Penngrove.

Route 76:

Adrian and Southwest to East Cotati to Lancaster to Myrtle to Old Redwood Highway to Penngrove.

Route 78:

Gravenstein Highway to Old Redwood Highway to the Hub to Penngrove.

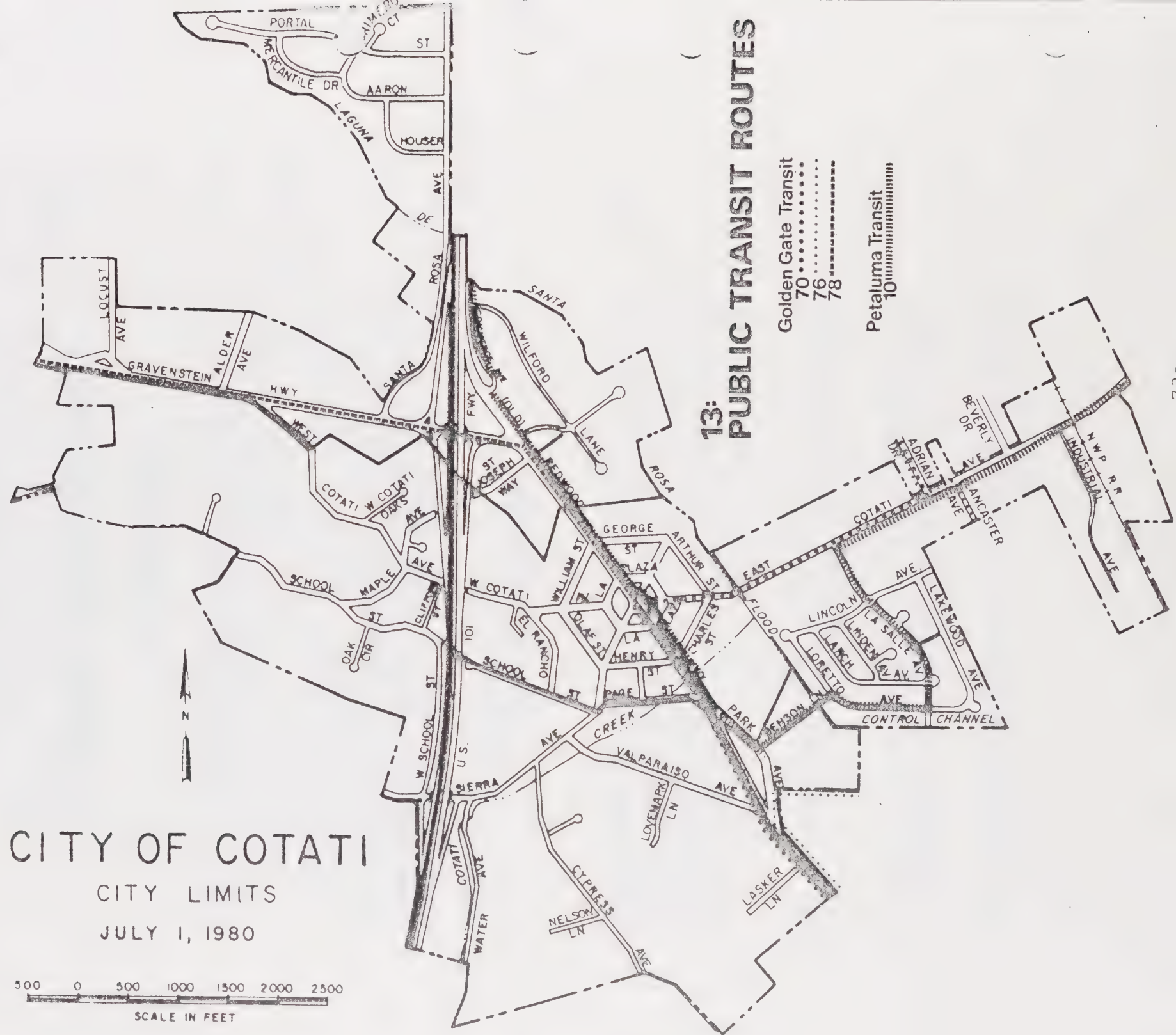
CITY OF COTATI

CITY LIMITS

JULY 1, 1980

500 0 500 1000 1500 2000 2500

SCALE IN FEET



13: PUBLIC TRANSIT ROUTES

Golden Gate Transit
70
76
78 -----

Petaluma Transit
10 ~~~~~

C.

GREYHOUND

There are two northbound and two southbound Greyhound buses which will stop in Cotati if they are flagged in advance through the Petaluma or Santa Rosa ticket offices. The stops are located at the corner of Old Redwood Highway and George Street for southbound, and at the Fire Station for northbound.

The morning northbound route terminates in Arcata; the afternoon route in Fort Bragg. Both southbound routes terminate in San Francisco.

D.

TAXI CABS

Operated on an on-call basis by Yellow Cab of Santa Rosa, taxi service with both fare-by-the-meter and zone-fare is available to Cotati residents.

E.

PARA TRANSIT

Sonoma County People for Economic Opportunity and the Council for Aging provide on-call para-transit services for the elderly. The County Five Year Transportation Plan adopted in March, 1980, calls for the development of a better transportation system in the County for the handicapped. S.C.P.E.O serves the need on an on-call basis in Cotati.

3.32

ANALYSIS OF NEEDED SERVICES

A.

COMMUTER SERVICES

A recent survey by the Sonoma County Economic Development Board has determined that approximately 2,000 persons residing in Cotati commute outside the immediate Rohnert Park-Cotati area for employment. More than five

hundred persons commute from Cotati to jobs located outside Sonoma County.

At this point, Golden Gate Transit provides adequate, affordable bus service to Marin and San Francisco counties for Cotati out-county commuters. Schedules may need to be increased during peak commuter times in the mornings and afternoons, as many Cotati residents are unable to select seats, due to the large number of commuters boarding buses in Santa Rosa and Rohnert Park before the vehicle reaches Cotati.

There is a possibility of an express bus which would initiate the San Francisco route in Rohnert Park, and then go through Cotati to Petaluma and direct to San Francisco. This plan has not been finalized by Golden Gate transit.

B. LOCAL SERVICES

Sonoma County transit planners are considering the addition of a second local route to complement Petaluma Transit Route 10 in and through the Rohnert Park-Cotati area.

C. STUDENT SERVICES

Local high school and elementary students are shuttled on one of two school bus routes to Rancho Cotate High School, Cotati and Thomas Page Schools. The number of buses were decreased by the school district as a result of the passing of Proposition 13 in 1978.

As the population in Cotati approaches credible build-out, the School District will once again consider the addition of more buses and routes. Currently there is a need at the high school for a bus to allow students time to participate in extra-curricular activities.

Sonoma State University students are adequately served

between the coordinated scheduling of Golden Gate Transit and Petaluma Transit Route 10. A survey may need to be undertaken to determine if there are more needs caused by the recent increased enrollment at the University.

3.33

PUBLIC TRANSIT GOAL

The City of Cotati shall develop a plan and system for public transportation services that will meet the travel needs of all residents.

POLICY I: SPECIAL PRIORITIES

The City shall ensure that the special needs of the elderly, handicapped and transit-dependent residents are met as a number one priority of all transit plans.

POLICY II: ENERGY CONSERVATION

The City shall ensure that the public transportation plans will provide a reasonable, efficient, accessible alternative to automobile travel.

POLICY III: COORDINATION OF TRANSIT PLANS

The City shall ensure that the Cotati Transportation plan is in coordination with county transportation plans.

OBJECTIVE

The Cotati Transportation Plan shall provide access to and from major trip destinations on a schedule which is convenient to the needs of the residents.

POLICY IV: PUBLIC TRANSIT AND LAND USE

The City shall ensure that new projects which generate employment and shopping trips are located in areas with accessability to mass transit routes.

Existing	Proposed; or need improvement
.....

JULY 1, 1980

3.40

BICYCLE PATH ELEMENT

3.41

SUMMARY OF NEEDS AND PLANS

The farthest distance across the planning area is just over three miles, and much of the terrain is flat. This area is ideal for bicycle transportation, which would help improve the overall environmental quality in Cotati through reductions of vehicular congestion, air pollution and noise.

Bicycle lanes in Cotati are now sporadic, and road conditions are inconsistent in quality. A proposed six and half mile network of bike lanes in the planning area interconnects schools, shopping, employment centers and residential areas.

The West Neighborhood will originate a bicycle lane at Thomas Page School. This lane will traverse Richardson Lane and West School Street to the underpass at School Street and U.S. 101. The route will be designated with a sign at the terminus of School Street and West Sierra Avenue.

The South Neighborhood is to be served by a main bicycle route on both sides of Old Redwood Highway. The shoulders need to be repaved, and striping to facilitate travel by bicycles. Old Redwood Highway needs striping for bike lanes through the Northeast Neighborhood as well.

South Santa Rosa and West Sierra Avenues need stripes and signs to indicate bicycle routes on each side of the roadways. Commerce Boulevard and Charles Street have bike lanes on one side of the street, and need both striping and signing.

A bicycle lane will be built in the linear park along the Burton Ditch bordering Rohnert Park, and will join with another path which will extend along Laguna de Santa Rosa to the industrial park in Northwest Cotati. In addition to this path, a connector from the existing City Corporation

yard from the Laguna to Old Redwood Highway shall be made. This link will be part of the proposed Wilford Lane developments.

3.42

BICYCLE PATH GOAL

The City of Cotati shall facilitate the greater use of bicycles as a significant form of transportation through the development of convenient and safe bicycle paths and facilities.

POLICY I: BICYCLE LANES

The City shall provide safe and convenient bicycle lanes through-out Cotati.

OBJECTIVES

1. Whenever streets are improved, bike lanes must be included as part of the improvement on both sides of the street as indicated on the bicycle path element map. Such paths shall be constructed to meet state standards.

2. Lane striping and designation signs are to be included in bicycle lane improvements.

3. The City shall take all possible preventative action to ensure that parking does not occur in bicycle lanes.

POLICY II: MAINTAINENCE OF BICYCLE LANES

The City of Cotati shall maintain all public bicycle lanes and facilties.

POLICY III: BICYCLE PARKING

City-parking regulations shall require adequate facilities for parking and securing bicycles at all commercial and public buildings and parks.

OBJECTIVE

The City shall require all new development to include one bicycle parking position, with facilities for securing the bicycle, for every ten automobile parking spaces. There shall be a minimum of two bicycle parking positions in all new development.

4.00

QUALITY OF LIFE

4.10	Open Space and Conservation Elements	82
.11	Summary of Current Situation	82
.12	Goal and Policies	83
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.21	Definitions	86
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Flood Plain:

The 100-year flood plain covers a corridor approximately three hundred feet wide on each side of Laguna de Santa Rosa from the southwest portion of "L-Section" to the culvert under Commerce Boulevard. The Cotati Creek flood plain is under 250 feet wide, and runs from west of Valparaiso Avenue to the confluence with the Laguna.

Riparian Corridors:

Waterways with dense stream bank vegetation, which protects localized areas from bank erosion and flooding are known as Riparian corridors.

Tree Stands:

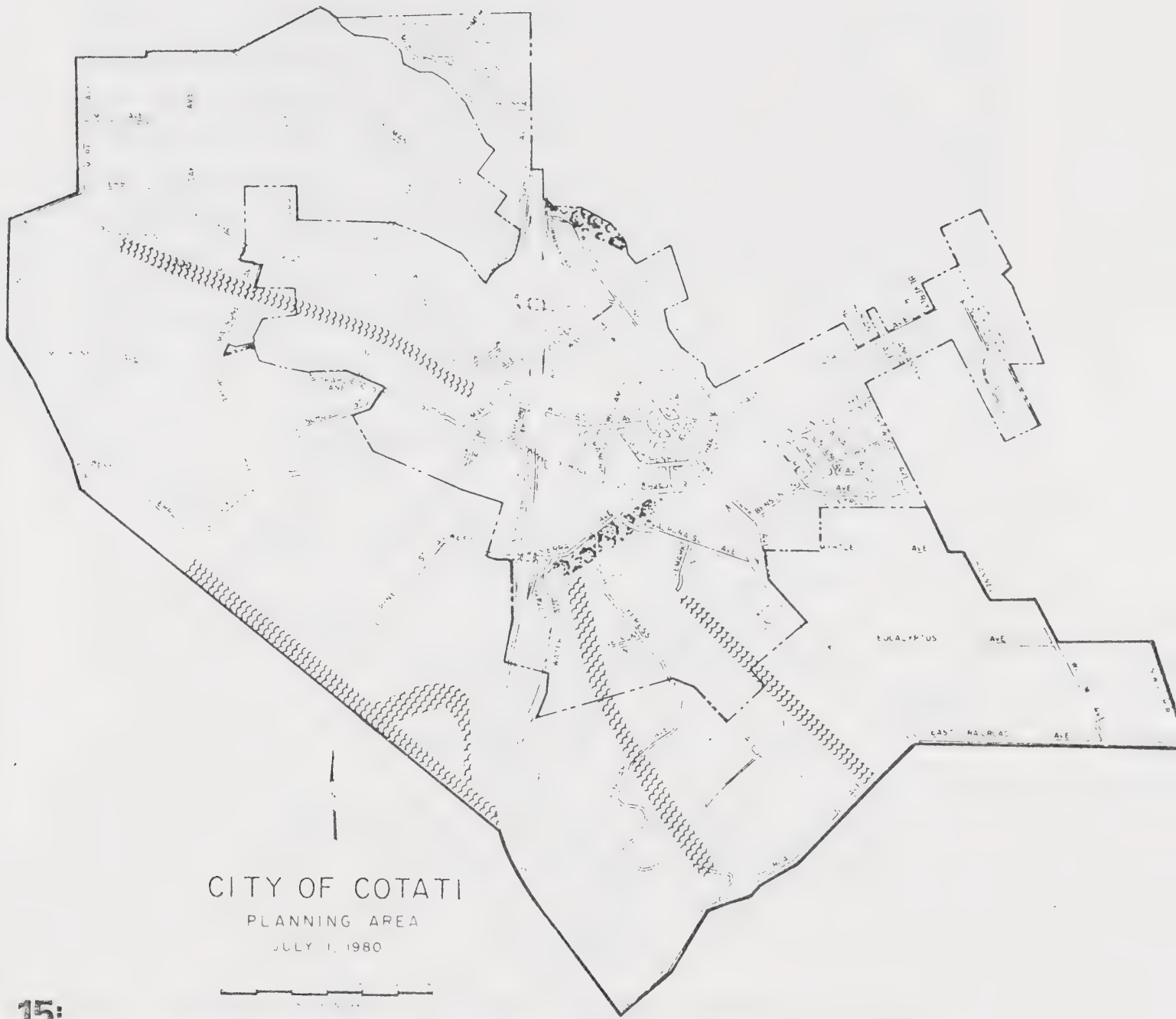
Major stands of Eucalyptus and Conifers are designated in the West, South and Hub Neighborhoods, as well as in the planning area outside city limits. The trees serve as windbreaks and visual enhancement of the landscape.

Hilltop Open Space:

Hilltops free of development in the Cotati Planning Area maintain the visual feeling of openness and rural character. Hilltop development tends to appear "suburban".

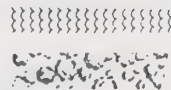
Critical Open Space:

Currently, as of May 31, 1980 more than half the developable land in Cotati is vacant. This gives an appearance of openness and enhances rural character. As development fills in these areas, it is necessary to designate specific areas as vacant land, or open space, to



CITY OF COTATI
PLANNING AREA
JULY 1, 1980

15:
HILLTOP OPEN SPACE
RIPIARIAN CORRIDOR



maintain the small town atmosphere of Cotati. The Sonoma County General Plan designates certain areas West and South of the Cotati Planning Area as Critical Open Space and Community Separators. The overall goal is to prevent the encroachment of urban sprawl from the Petaluma and Sebastopol areas giving the appearance of one city rather than individual communities.

In addition, the City can use smaller open space areas and linear parks within the planning area and city limits to help establish separate neighborhood identities.

4.12 OPEN SPACE AND CONSERVATION GOAL

The rural atmosphere and character of Cotati shall be maintained through the creative and intelligent use of open space and the conservation of important natural and man-made resources.

POLICY I: HILLTOPS

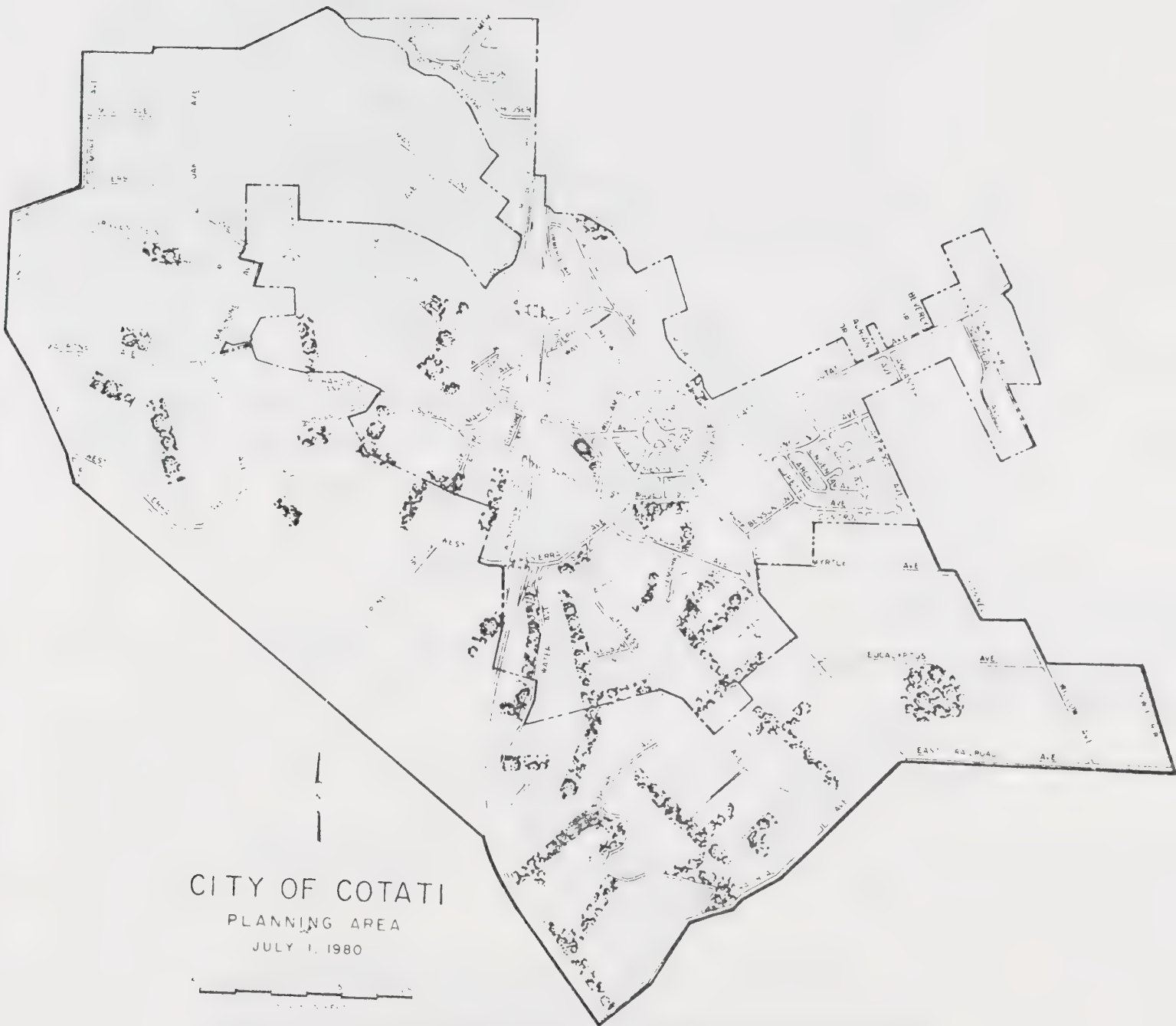
The City of Cotati shall establish open space corridors on designated hilltops.

OBJECTIVES

1. The Design Review process shall ensure the preservation of the hilltops from development.

2. The City shall participate with Sonoma County in approving tax incentives in exchange for dedication of scenic easements on the designated hilltops.

3. Though development is not permitted on the designated hilltop open space corridors, a landowner may include the scenic acreage in determining the number of



CITY OF COTATI
PLANNING AREA
JULY 1, 1980

16: TREE STANDS

units or subdivisions permitted in the remaining developable acreage of the parcel.

POLICY II: TREE STANDS

The City shall ensure preservation of the designated major tree stands for their aesthetic and environmental importance.

POLICY III: OPEN SPACE

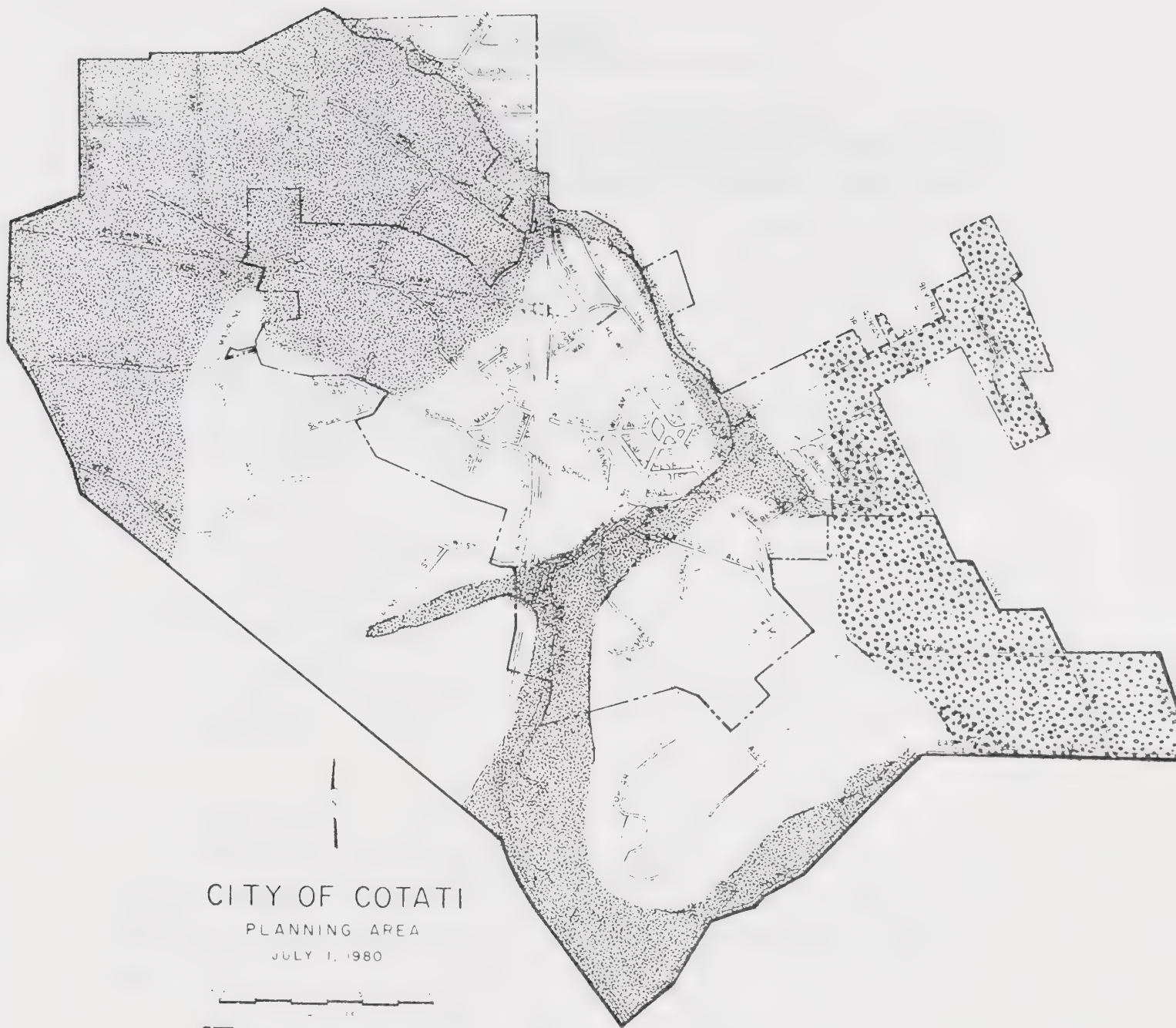
The City of Cotati shall preserve designated open space which offers unique natural features or is necessary for public safety and welfare.

OBJECTIVES

1. Development will not be permitted in riparian corridors, or close enough to damage stream banks.
2. Development shall be kept to a minimum in areas of known geologic hazards, or flood plains.
3. The downtown Hub and Plaza area shall be preserved as a unique open space.

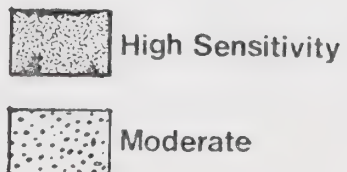
POLICY IV: HISTORICAL AND ARCHAEOLOGICAL PRESERVATION

The City of Cotati, through resolution of the city council, shall protect sites of archaeologic and historic importance as designated on the accompanying map.



CITY OF COTATI
PLANNING AREA
JULY 1, 1980

17: ARCHAEOLOGICALLY SENSITIVE ZONE



OBJECTIVES

1. All development in such areas shall be assessed for its potential impact on existing archaeological sites, and mitigation measures shall be a condition of development on sensitive sites.

2. The Planning Commission shall create a process by which historic buildings may be preserved wherever possible. The objective shall be to review proposals for major changes in, or removal of, structures found to have historic significance, in order to determine if these are feasible alternatives.

In examining the park area in Cotati, it is helpful to take a close look at the current services and some of the projected future needs.

Passive Open Space:

Park land utilized for close-proximity activities, like picnics, bar-b-que, and other so-called "quiet" activities.

Active Open Space:

Park land utilized for playgrounds, sporting events, and recreational activities.

Vest Pocket Park:

A relatively small parcel of passive open space designed to serve residents in the area immediately adjacent to the park.

Neighborhood Park:

A combination of passive and active open space serving a large number of persons. The park should be located within walking distance of the population it is meant to serve.

City Park:

A large parcel with appropriate passive and active open space capable of hosting community-wide events and large groups of people in numerous unrelated events. Public facilities, group facilities, and adequate access and parking should be part of the overall City Park design and plan.

CITY OF COTATI

CITY LIMITS

JULY 1, 1980



1986 PARKS

86a

4.22

TABLE P
EXISTING PARKS

Name of Park	Acreage	Neighborhood	Type of Park	Facilities
Cotate School	1.6	South	Neighborhood	Active A C D
Delano Park	1.5	South	Vest pocket	Passive A
Kotate Park	2.5	East	Neighborhood	Active A C D
La Plaza	2.5	Hub	City	Passive A B F
Myrtle	7.0*	South	City	Active A B C D E
St Joseph	2.0	Northeast	Neighborhood	Active D
Veteran's Park	1.0	South	Vest pocket	Passive A E
Total	18.1			

Facilities:

A - Bicycle and/or pedestrian pathways;

B - Picnic tables and Bar-b-que facilities;

C - Open space for close-proximity games

(i.e. - volleyball, frisbee);

D - Open space sufficient for organised games requiring more space (i.e. - baseball, soccer);

E - Public restrooms

F - Community facilities (i.e. - stage, group areas).

* - When completed, Myrtle Park can be as large as 12 acres.

RECOMMENDATIONS

The City of Cotati has attempted to maintain a goal of one park acre for every one hundred persons. Though this is an ideal level, it may be impractical. The "in-lieu of park space" fees collected from developers and the cost of improving and maintaining open space as parkland, combined with the limited incorporated city acreage all contribute to the current ratio of one park acre for every two hundred residents.

If the requirement of one acre to one hundred people were enforced, the City would need to acquire an additional sixteen acres of parklands immediately, and another fifteen to thirty acres by the time maximum population is reached.

PARKS AND RECREATION GOAL

All residents of Cotati shall have equal and easy access to community park facilities.

POLICY I: DEVELOPMENT

The City shall develop and maintain parks of sufficient size with proper facilities to meet the needs of the residents of the city.

OBJECTIVES

1. The City shall ensure that proper park facilities are included in all new development, or funds to develop and maintain adequate nearby parks are collected.

2. The City shall require new parks in all large scale development.

3. The type must be compatible with the needs of the neighborhood it is built to serve.

4. The City shall cooperate with the School District in making available school lands for public park use.

POLICY II: RECREATION

The City shall ensure that adequate funds are available to provide recreation programs for all interested residents.

OBJECTIVE

1. The City of Cotati shall coordinate and when necessary implement recreational programs designed to serve specific needs and desires in the community. These programs shall be determined by a person or committee appointed by the City.

POLICY III: DEVELOPER PROVIDED RECREATION FACILITIES

It is the intent of the City to provide park space and recreation facilities of approximately one acre for every one hundred residents. In major new development, the land must be dedicated to serve the general needs of the community as expressed in the recommendations of this element, or fees shall be collected by the City based on the number of housing units to be constructed in order to provide adequate space and facilities as allowed under California law.

Projected needs for each of the neighborhoods varies depending on the number of residential units to be developed and the average density in the area.

Northwest Cotati: A vest pocket park to serve the daytime passive needs on the industrial zone along South Santa Rosa Avenue would enhance the overall area.

The Laguna de Santa Rosa should be landscaped into a linear park.

West Cotati: A neighborhood park is needed to serve the residents in the urban density areas near West Cotati Avenue, School Street and Maple Street.

South Cotati: Vest pocket parks should be required in all new medium and high density residential developments.

East Cotati: A neighborhood park will need to be developed to serve the residential areas east of Lancaster Drive to the eastern City limits.

Hub and Plaza: Vest pocket parks should be required in all new medium and high density residential developments.

Northeast Cotati: As more medium and high density residential development is built, there will be a need for neighborhood parks on both sides of Old Redwood Highway.

5.00 HEALTH, SAFETY AND WELFARE

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5.10

NOISE ELEMENT

5.11

THE EFFECT OF NOISE IN COTATI

The Environmental Protection Agency estimates that the cost of noise on property values is high, though no exact figure has been established. In Cotati vehicular traffic is the largest noise generator, and the source of most noise complaints.

The California Department of Health has determined that continuing unacceptable noise levels constitute a personal health hazard. The Department of Health's Office of Noise Control has established standards which are considered acceptable continuing noise levels for the land use. Residential areas are expected to receive lower noise levels than commercial, industrial and agribusiness land uses.

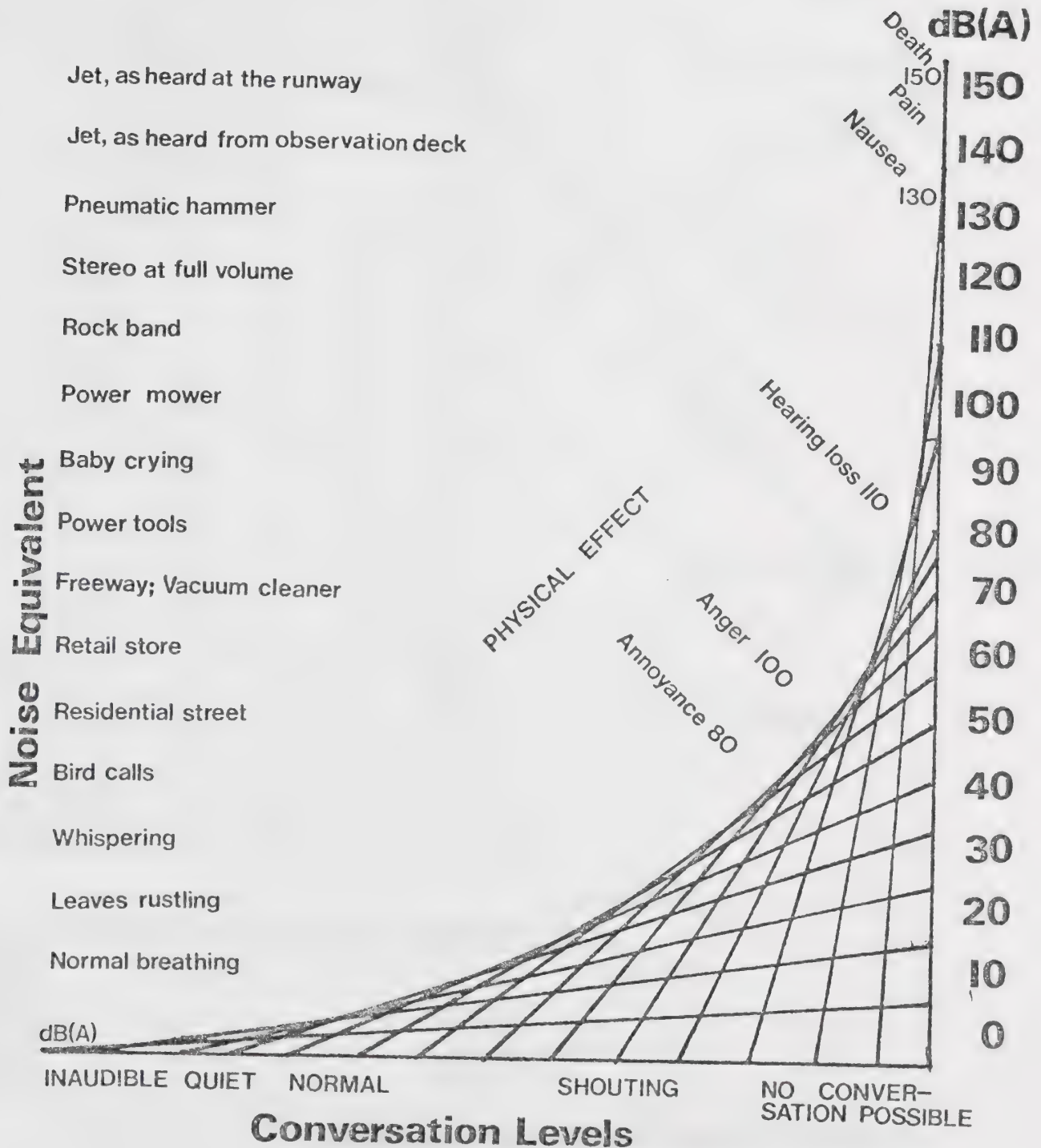
The Office of Noise Control standards are measured in units known as decibels averages (dBA). These units are recorded on special measuring devices at periodic intervals throughout the day adjacent to noise generation sources. Chart VI shows some examples of common noise generation sources and the levels of decibels they generate. Figure Two shows the Office of Noise Control Acceptable Noise Standards for common land uses.

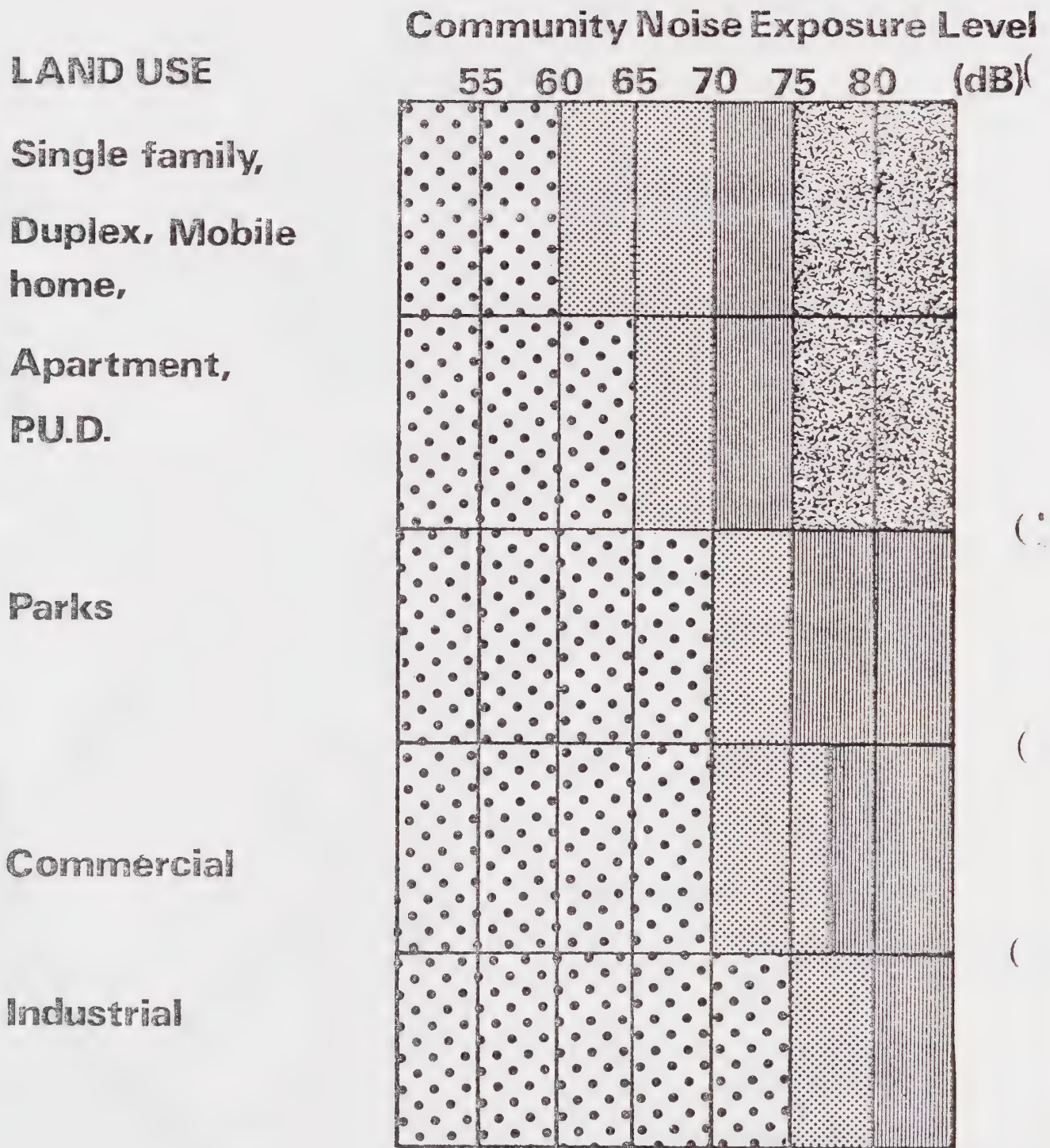
The California Department of Transportation conducted noise measurement surveys of the Cotati Planning Area in the Spring, 1975. From the contours mapped by Caltrans, a Noise Exposure Inventory map has been prepared showing the areas of the city which are exposed to consistently unacceptable noise levels throughout the day.

Caltrans conducted measurements during the peak hours of 7:00 A.M. to 9:00 A.M., and off-peak hours of 9:00 A.M. to 1:00 A.M., averages (dBA). At the time of the survey, the difference between the peak and off-peak varies by less than five percent. Considering the increase in traffic levels

Noise Effects

Chart VI

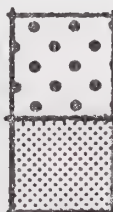




ACCEPTABLE

Normally

Conditionally



UNACCEPTABLE

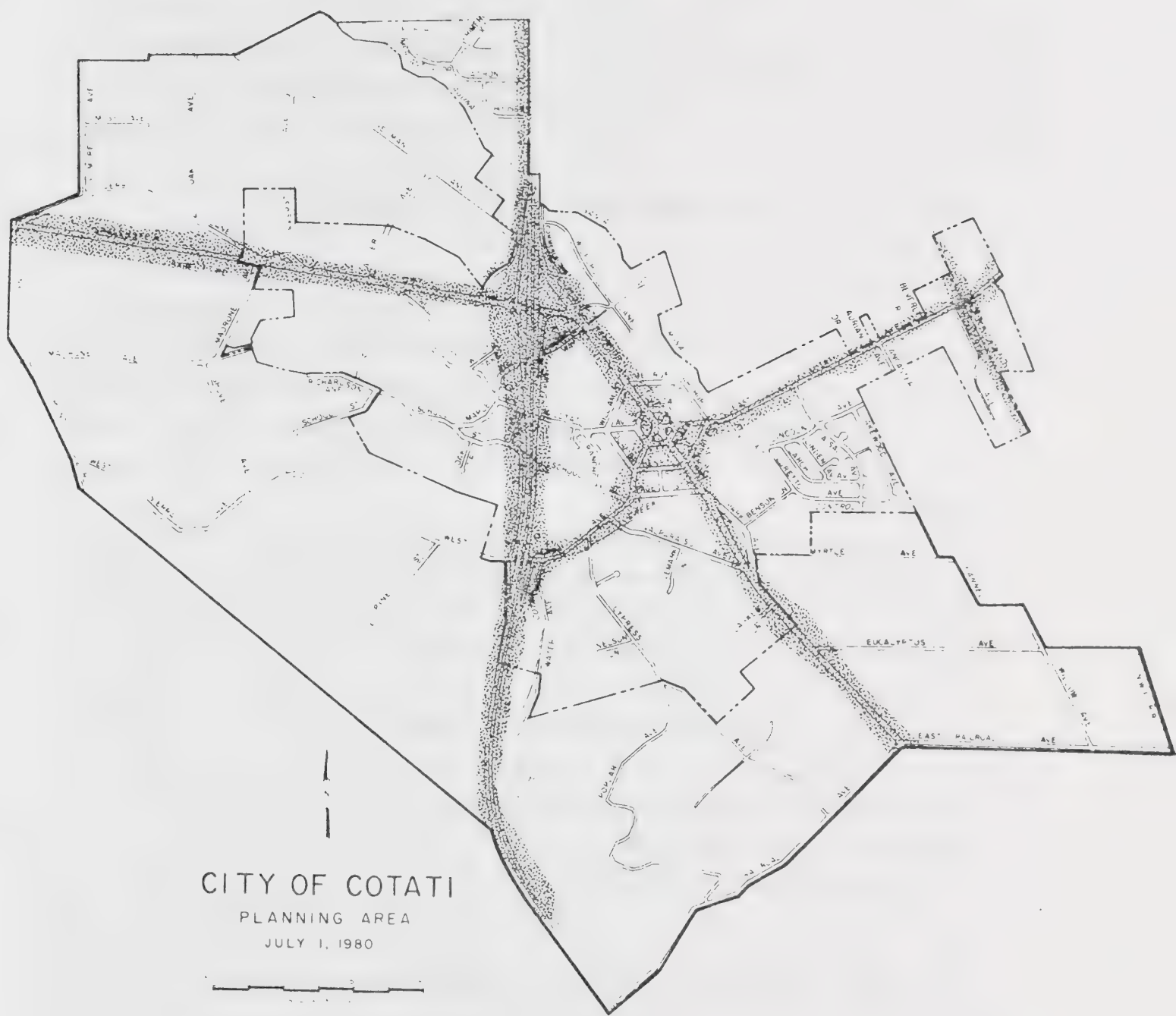
Normally

Clearly



**Land Use Compatability
with Noise Levels**

Chart VII



20: EXCESSIVE NOISE ZONE, 1980

since 1975, and the small variance in peak and off-peak measurements, it is safe to assume that the Cotati noise contours expressed on the map are actually covering a greater area than shown, and exposing people in the noise corridor to excessive noise levels twenty-four hours a day.

5.12

MITIGATION OF NOISE IMPACTS

There are a variety of mitigation measures which can be used in new development to protect people from excessive noise exposures. The most common are sound walls and fences, earth berms and landscaping. Whichever sound barrier is selected, it must block the line of sight from the top of the noise source to the top of the noise receptor.

Earth berms have been favored by many as the most aesthetically pleasing sound barrier. However, a proper earth berm, though inexpensive to construct, is expensive to maintain and landscape. In addition, an earth berm is generally designed with a two to one slope; a width for four times its height. This would mean that an earth berm functioning as a sound barrier on a street subjected to delivery truck traffic would have to be about fifteen feet high and sixty feet wide.

Earth berms are most effective when developed as part of the landscaping plan for larger planned developments. On the grand scale, the berm adds effective, aesthetic value and contours to overall development. A properly constructed earth berm would appear out of place as a sound barrier around a smaller project.

Sound walls of brick and concrete or wooden fences are most effective for smaller lot sizes. The sound is deflected from the wall back to the noise source, and is dispersed into the ground away from land use. Landscaping may be required to help develop an attractive sound barrier, or if land permits, the sound wall might be part of a small

earth berm. One disadvantage is that brick and concrete sound walls should not be placed opposite each other on heavily trafficked streets. The sound tends to reverberate between the two barriers, and will actually cause physical damage to the walls over a period of time.

Landscaping alone is not an effective means of constructing a sound barrier. The plantings take time to grow to the necessary heights, and they present openings within the line of sight from noise source to noise receptor. Landscaping is recommended in combination with other sound barriers.

5.13

NOISE GOAL

To maintain the rural character and livability of Cotati, levels of noise in each area of the city shall be compatible with the adjacent land uses.

POLICY I: EXCESSIVE NOISE

The city shall ensure that noise levels generated by the use of new development does not create an irritating effect on the persons residing or working in adjacent areas.

POLICY II: ACCEPTABLE STANDARDS FOR NOISE LEVELS

The City shall use the California Department of Health, Office of Noise Control standards for land use compatibility determination based on the potential noise generation of a proposed project, and the existing and potential future land uses of the adjacent areas. A copy of the guidelines is included as part of the data base for the Noise Element.

POLICY III: PROTECTION FROM EXCESSIVE NOISE

The City shall ensure that new development protect the user(s) of the project, as well as persons using adjacent areas, from unacceptable noise levels.

OBJECTIVE

1. The Design Review process shall determine the necessity for the inclusion of sound barriers in the form of walls, fences, earth berms or landscaping, as a means of reducing exposure to excessive noise levels.

5.20

SAFETY ELEMENT

5.21

COTATI'S GEOGRAPHY

Cotati's geographic location places the city in the position of possibly facing major natural or man-induced disasters. Primarily these could be classified as earthquake, fire, flood or toxic chemical spill.

Fire Danger:

Cotati's climate creates severe summer fire danger due to high temperatures, dry southern winds and abundant vegetation. The city is protected by the Cotati Fire District, a volunteer fire department. In 1980, the California Insurance Service Office completed an evaluation of the department, and improved its insurance rating from a Class Seven to a Class Five. This will result in lower fire insurance for the district.

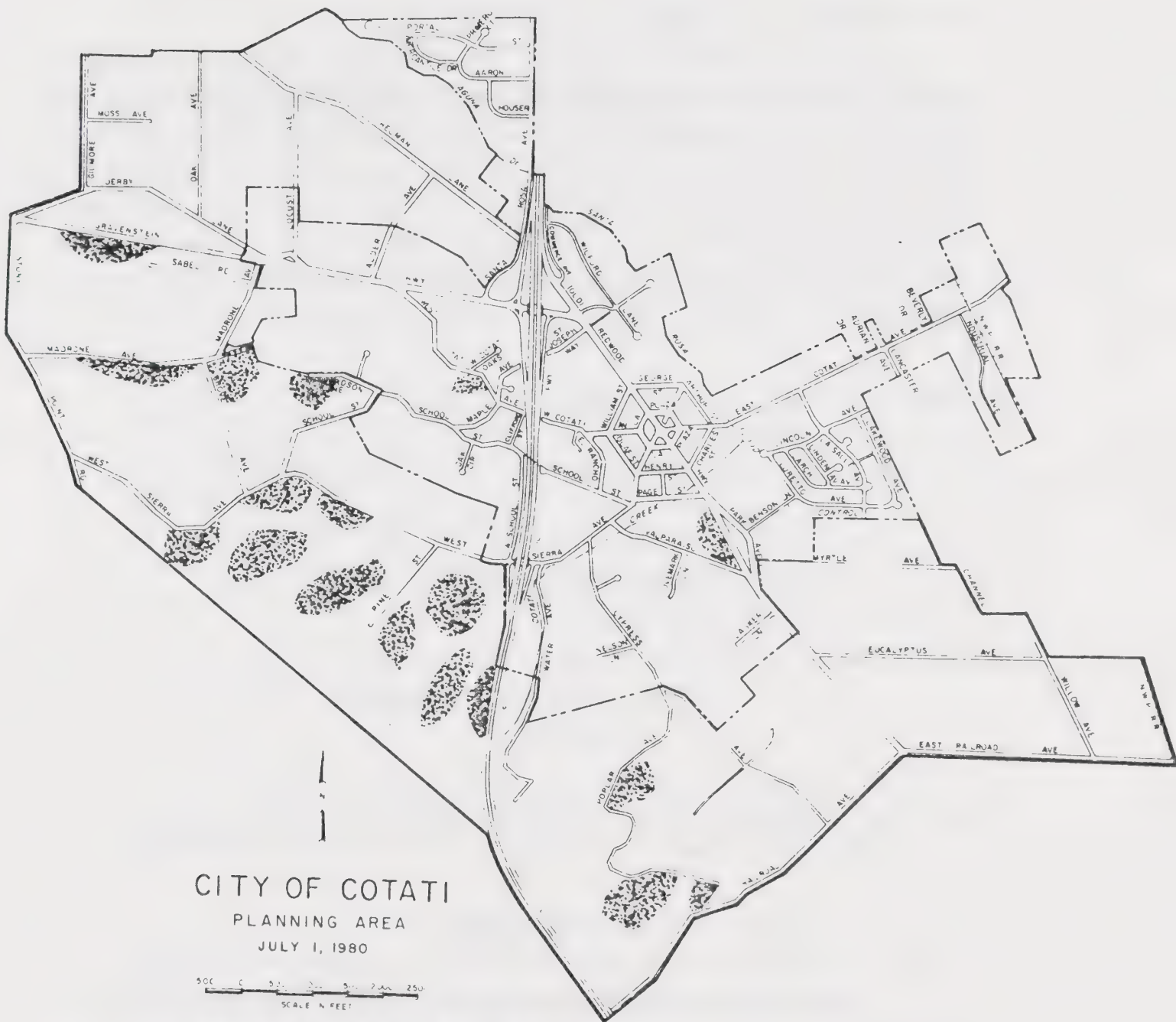
Flood Plain:

Portions of Central and East Cotati, as designated on the Flood Plain Map, are located within the federally designated one hundred year flood plain. This area of the city requires special consideration in construction and development.

Unstable Slopes:

Most of the developed areas of Cotati are located on flat, alluvial soils, and are not subjected to soil stability problems. Hillsides in the South and West Planning Areas have potentially unstable slopes which may be subject to landslide and slumping. These areas are designated on the Element map.

Landslide is the movement of the topsoil towards the base of a hill. Slumping is the settling of the land as the areas on either side are subject to landslide.



22: UNSTABLE SLOPES

Evacuation:

A toxic chemical spill, earthquake, or even a major fire would cause the evacuation of residents in and around the City. This could mean the establishment of Emergency Shelters, temporary medical facilities, or any number of services required when disaster strikes. An organized plan should facilitate the implementation of the measures necessary to deal with the impacts of the emergency situation.

5.22

SAFETY GOAL

The City of Cotati has the responsibility to protect life and property through identification of natural and man-made hazards, and then recommend adequate safety procedures.

POLICY I: FIRE PROTECTION

The City shall ensure a continuing high level of fire protection for the residents and business people in Cotati.

OBJECTIVES

1. The city shall establish, with the Cotati Fire District a priority list for street and services repair and improvement to ensure access and service of emergency equipment.

2. The City Engineer shall ensure adequacy of all water main extensions and new hydrants to meet minimum Insurance Services Office standards for fire protection.

POLICY II: FLOOD

The City shall regulate development in areas which are subject to damage from flooding.

OBJECTIVES

1. The City shall enforce setback requirements and ensure that new development does not damage stream banks.

2. The City shall maintain and improve drainage channels and storm sewers and culverts where necessary to accommodate increasing rain water run-off due to increased development.

POLICY III: SLOPE STABILITY

The City shall regulate development on identified unstable slopes.

OBJECTIVES

1. The City shall maintain low density zoning on designated slopes with unstable soils.

2. The Design Review process shall require an engineering report before building permits can be issued for development on the potentially unstable slopes.

POLICY IV: EMERGENCY ACTION PLAN

The City shall cooperate with police, fire and Sonoma County emergency services personnel to develop and implement an Emergency Action Plan for Cotati.

POLICY V: PUBLIC HEALTH

The City shall undertake the necessary steps to establish an emergency medical center or clinic to serve the needs of the Cotati area.

OBJECTIVES

1. The City's Director of Emergency Sevices shall enter in discussions with the County Health Department and the City of Rohnert Park over the feasibility and time frame necessary to develop or construct an Emergency Medical Clinic or full Hospital in the area.

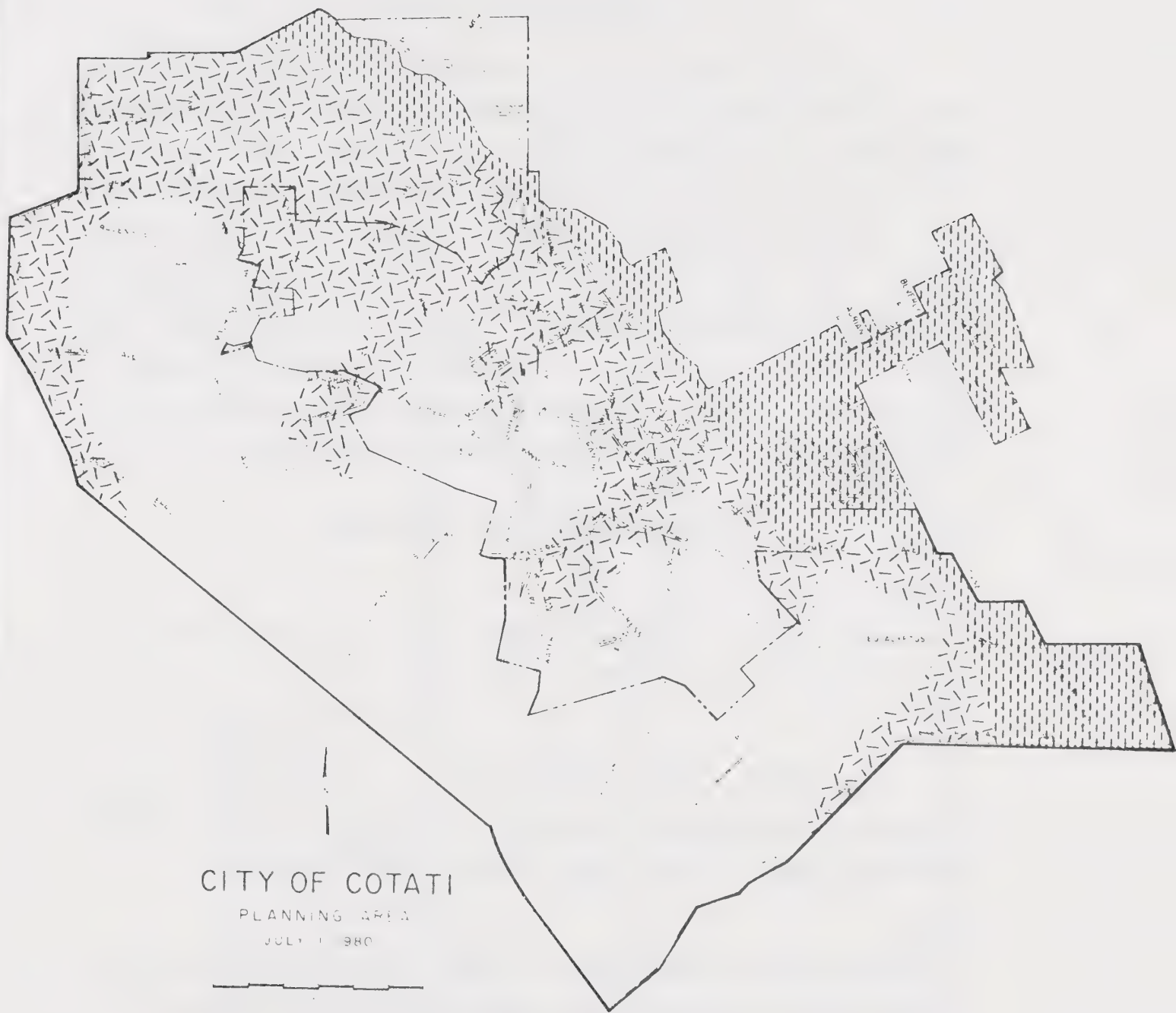
2. As an interim measure, prior to the establishing of a local emergency medical center, the City shall attempt to contract emergency services with the Medical Center at Sonoma State University.

EXISTING NATURAL CONDITIONS

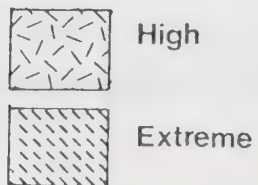
The City of Cotati lies in a high seismic risk zone where major destructive earthquakes may occur. There are two known active faults in the area: the San Andreas Fault and the Healdsburg-Rodgers Creek Fault. A third fault, the Tolay Fault, is potentially active. The location of these three faults is shown on the map. The likelihood for earthquakes on the San Andreas and the Healdsburg-Rodgers Creek faults has been documented by historical records; the potential of the Tolay Fault is virtually unknown. The estimated design earthquake values for these three faults is shown in Chart VIII.

The intensity of an earthquake is a function of its magnitude, duration, and ground shaking. The maximum expected intensities for the City of Cotati are shown on the Seismic Intensity Map. The greater intensities occur in the eastern part of the City correlating with poor geologic conditions.

Other potential dangers associated with seismic activity are liquefaction and landsliding. Liquefaction is a process in which water-saturated soil loses coherence when shaken. This leads to a quicksand condition in which objects sink or float, depending on their density. Liquefaction potential exists in the eastern and northern portions of the City. Landslide potential generally exists in areas of the City where slopes exceed twenty-five percent and are composed of unconsolidated materials.



24: Maximum Shake Intensity



Many major buildings in Cotati, such as City Hall and the Veterans Memorial do not meet present day earthquake standards. To be safe as public buildings, particularly as the source of relief in an emergency, these need renovation.

A strong earthquake may disrupt a few city streets, though most should be passable. The major problem will probably be from collapsed freeway bridges and possible landsliding in some roadcuts. A very large earthquake would probably render the freeway useless for travel for weeks or months. A disaster preparedness plan should provide for alternate routes if necessary during an emergency.

Water:

Water lines could be greatly damaged in an earthquake, restricting fire-fighting capacity.

Sewer:

The sewer plant in Rohnert Park could be severely damaged. Waste would likely go untreated into the Russian River, and sewer lines would undoubtedly be damaged.

Energy:

Pacific Gas and Electric has determined that minimal interruption will occur to electric and gas service in the event of an earthquake. Electrical lines could be knocked down in a major earthquake, and power could be out for some time. Natural gas lines could be damaged, and leaking gas could present a great hazard.

	Distance from the Hub	Maximum Credible Earthquake (Richter)	Maximum Probable Earthquake (Richter)	Maximum Acceleration (Gravity)	Recurrence Interval (Years)
TOLAY	1.5	6.5	5.5	.30	?
HEALDSBURG-ROGERS CREEK	5.0	7.5	7.0	.45	40
SAN ANDREAS	15.0	8.5	8.0	.45	100

Design Earthquake Values

Chart VIII

SEISMIC SAFETY GOAL

The City of Cotati shall take the necessary steps to minimize injury, loss of life, and property damage in the event of a major earthquake.

POLICY I: LAND USE

The City shall regulate land use in areas of significant earthquake hazard as shown on the Maximum Intensity Map.

SECTION IV

THE COTATI GENERAL PLAN SUMMARY OF GOALS AND POLICIES

1.11 THE GENERAL PLAN GOAL

The City of Cotati shall ensure that the rural character and small town atmosphere desired by the residents today shall be maintained.

1.10 LAND USE GOAL

The City of Cotati shall ensure the efficient utilization of all incorporated lands to preserve, maintain and enhance the rural character desired by its residents; while providing a healthy economic base and adequate city services.

1.21 POLICY I: RESIDENTIAL LAND USE

The City shall provide a comfortable, attractive, safe and varied living environment forr the full scale of household incomes and lifestyles.

1.22 POLICY II: COMMERCIAL LAND USE

The City shall encourage local convenience and speciality shops and services to improve the local economy and increase Cotati's stable tax base.

1.23 POLICY III: INDUSTRIAL LAND USE

The City shall develop a strong ecomonic base of clean light industry on a scale with Cotati as a whole.

1.24 POLICY IV: PARKS AND RECREATION LAND USE

The City shall provide adequate park space and recreation facilities for present and future Cotati residents.

1.25 POLICY V: OPEN SPACE

The City shall promote open space to maintain the rural character.

1.26 POLICY VI: CIRCULATION

The City shall provide a safe and efficient transportation system for all residents; reduce through traffic in residential areas; and improve the appearance and efficiency of all arterial roads.

1.27 POLICY VII: ENERGY EFFICIENCY

The city shall ensure that all new projects relating to the General Plan are energy efficient.

1.28 POLICY VIII: SCHOOL CAPACITY

The City shall not approve any projects which will cause the capacity of the Cotati-Rohnert Park School District to be exceeded.

1.29 POLICY IX: CITY UTILITIES

The City shall maintain adequate sewer and water systems for present and future development. New development shall support the burden of supplying its service plus system-wide improvements necessitated by the increased demand.

1.30 POLICY X: REGIONAL HOUSING

The City shall ensure that sufficient housing units are constructed every year so that Cotati maintains a fair share of Sonoma County population and housing supply.

1.31 POLICY XI: GROWTH MANAGEMENT

The City shall adopt an average maximum growth rate to maintain a fair share of Sonoma County's population without overburdening Cotati public services and causing excessively rapid change of the character of the City.

2.50 HOUSING GOAL

The City of Cotati shall ensure that all residents have adequate, affordable housing.

POLICY I: STREAMLINING THE PLANNING PROCESS

The City shall promptly process and render a decision on all housing projects which are consistent with the General Plan and Land Use Ordinance.

POLICY II: HOUSING VARIETY

The City shall ensure that no one housing type dominates any neighborhood except those zoned for large-lot rural residential use.

POLICY III: AFFORDABLE HOUSING

The City shall ensure that low and moderate cost housing units are constructed as part of all major housing projects.

3.15 CIRCULATION GOAL

The City of Cotati shall maintain and preserve appropriate levels of service on all streets and roads.

POLICY I: ARTERIAL STREETS

The City shall take steps to ensure that traffic on arterial roads is able to travel efficiently and safely without undue interruption of service because of access to and from the route.

POLICY II: COLLECTOR STREETS

Collector streets shall be the main access between residential and arterial streets, and shall be designed to discourage use as a shortcut through residential neighborhoods.

POLICY III: RESIDENTIAL STREETS

In order to maintain safe and quiet residential neighborhoods, the City shall limit traffic on residential streets.

POLICY IV: TRAFFIC GENERATION

Traffic impacts of new development shall be compatible with the available and planned capacity on all affected streets.

3.34 SCENIC HIGHWAYS GOAL

The City of Cotati shall maintain the aesthetic quality of all designated scenic streets and roads within the City Limits.

POLICY I: LAND USE

The City shall regulate land use along scenic roads to maintain their visual character.

POLICY II: STRUCTURES

The City, through design review process, shall regulate the design of new construction along scenic streets and highways.

POLICY III: LANDSCAPING

The City shall enforce strict landscaping requirements at all new construction along scenic streets.

POLICY IV: SIGNS AND BILLBOARDS

The City shall restrict and control the number of signs and advertising billboards located on scenic streets and highways as allowed by State law.

3.33 PUBLIC TRANSIT GOAL

The City of Cotati shall develop a plan and system for public transportation services that shall meet the travel needs of residents.

POLICY I: SPECIAL PRIORITIES

The City shall ensure that the special needs of the elderly, handicapped and transit-dependent residents are met as a number one priority of any transit plank.

POLICY II: ENERGY PRIORITIES

The City shall ensure that the public transportation plans shall provide a reasonable, efficient, accessible alternative to automobile travel.

POLICY III: COORDINATION OF TRANSIT PLANS

The City shall ensure that the Cotati Transportation Plan is coordinated with county transportation plans.

POLICY IV: PUBLIC TRANSIT AND LAND USE

The City shall ensure that new projects which generate employment and shopping trips are located in areas with accessibility to public transit routes.

3.42 BICYCLE PATH GOAL

The City of Cotati shall facilitate the greater use of bicycles as a significant form of transportation through the development of convenient and safe bicycle paths and facilities.

POLICY I: BICYCLE LANES

The City shall provide safe and convenient bicycle lanes throughout Cotati.

POLICY II: MAINTAINENCE

The City of Cotati shall maintain all public bicycle lanes and facilities.

POLICY III: BICYCLE PARKING

City parking regulations shall require adequate facilities for parking and securing bicycles at all commercial and public buildings and parks.

4.12 OPEN SPACES AND CONSERVATION GOAL

The rural atmosphere and character of Cotati shall be maintained through the creative and intelligent use of open space and the conservation of important natural and man-made resources.

POLICY I: HILLTOPS

The City of Cotati shall establish open space corridors on designated hilltops.

POLICY II: TREE TOPS

The City shall ensure the preservation of the designated major tree stands for their aesthetic and environmental importance.

POLICY III: OPEN SPACE

The City of Cotati shall preserve designated open space which offers unique natural features or is necessary for public safety and welfare.

POLICY IV: HISTORICAL AND ARCHAEOLOGICAL PRESERVATION

The City of Cotati, through resolution of the City Council, shall protect sites of archaeologic and historic importance.

4.24 PARKS AND RECREATION GOAL

All residents of Cotati shall have equal and easy access to community park facilities.

POLICY I: DEVELOPMENT

The City shall develop and maintain parks of sufficient size with the proper facilities to meet the needs of the residents of the City.

POLICY II: RECREATION

The City shall ensure that adequate funds are available to provide recreation programs for all interested residents of Cotati.

POLICY III: DEVELOPER-PROVIDED RECREATION FACILITIES

It is the intent of the City to provide park space and recreation facilities of approximately one acre for every one hundred residents. In major new development, the land must be dedicated to serve the general needs of the community as expressed in the recommendation of the element, or fees shall be collected by the City based on the number of housing units to be constructed in order to provide adequate space and facilities as allowed under California law.

5.13 NOISE GOAL

To maintain the rural character and livability of Cotati, levels of noise in each area of the City shall be compatible with the adjacent land uses.

POLICY I: EXCESSIVE NOISE

The City shall ensure that noise levels generated by the use of new development does not create an irritating effect on the persons residing or working in adjacent areas.

POLICY II: ACCEPTABLE STANDARDS FOR NOISE LEVELS

The City shall use the California Department of Health, Office of Noise Control, standards for land use compatibility determination based on the potential noise generation of a proposed project, and the existing and potential future land uses of the adjacent areas. A copy of the guidelines is included as part of the data base for the Noise Element.

POLICY III: PROTECTION FROM EXCESSIVE NOISE

The City shall ensure that new development protects the user(s) of the project, as well as persons using adjacent areas, from unacceptable noise levels.

5.22 SAFETY GOAL

The City of Cotati has the responsibility to protect life and property through identification of natural and manmade hazards, and then recommend adequate safety procedures.

POLICY I: FIRE PREVENTION

The City shall ensure a continuing high level of fire protection for the residents and business people in Cotati.

POLICY II: FLOOD

The City shall regulate development in areas which are subject to damage from flooding.

POLICY III: SLOPE STABILITY

The City shall regulate development on identified potentially unstable slopes.

POLICY IV: EMERGENCY ACTION PLAN

The City shall cooperate with police, fire and Sonoma County emergency services personnel to develop and implement an Emergency Action Plan for Cotati.

POLICY V: PUBLIC HEALTH

The City shall undertake the necessary steps to establish an emergency medical center or clinic to serve the needs of the Cotati area.

5.34 SEISMIC SAFETY

The City of Cotati shall take the necessary steps to minimize injury, loss of life, and property damage in the event of a major earthquake.

POLICY I: LAND USE

The City shall regulate land use in areas of significant earthquake hazard as shown on the Maximum Intensity Map.

SECTION V
SUMMARY OF RECOMMENDATIONS

RESIDENTIAL LAND USE

It is recommended that the City of Cotati be considered to be one part rural character and one part urban character. The West, South and Hub neighborhoods comprise the rural, small town portion of the City. In these neighborhoods, all development should be limited to single story, or two story residential development that fits the character of the area. Townhouse and attached single family housing should be kept to a minimum, and single family detached housing should be encouraged.

In the Northwest, Northeast and East Neighborhoods, multiple family development has progressed to a point that the rural, small town character has been lost. Rather than force inefficient, land-consuming single family detached housing into areas in which it would be out of scale, the City should encourage cluster residential development of higher densities with appropriate on-site open space. These housing units shall include provisions for low and moderate income families.

COMMERCIAL LAND USE

Commercial development shall be encouraged along arterial streets with limited access to the thoroughfares. Design standards need strict enforcement to prevent strip commercial appearances.

INDUSTRIAL LAND USE

Clean, light, nonpolluting industrial development shall be encouraged in the appropriate areas of the City.

HOUSING

The City needs to adopt a full scale housing program, and implement its policies. There is an immediate need for development of housing to meet a broad range of families from all income groups.

It is a further recommendation that the City seek fulfillment of its housing needs without creating the bureaucracy of the actual ownership or management of public housing. Encouragement can be given developers and private land owners through maintenance of up-to-date files on available financing sources and incentives through the Land Use Ordinance.

CIRCULATION AND STREET DESIGN

All major arterial streets, and especially East Cotati Avenue, need an immediate redesign to accommodate traffic levels. In 1980, average daily traffic is approaching the levels predicted for 1997.

Access to arterial streets should be limited to the use of common driveways. This should prevent further deterioration of service.

SCENIC HIGHWAYS

The City shall regulate the landscaping and design of all structures located on designated scenic streets.

In addition, the City shall establish a schedule of amortization for the removal of advertising billboards on all scenic roads.

PUBLIC TRANSPORTATION

The City shall adopt and implement a transit program, coordinated with County plans, and designed to meet the immediate needs of transit-dependent residents. The transit plan should be designed to serve all residents as an intermediate goal.

BICYCLE PATHS

Bicycle paths should be established to facilitate travel to and from residential, employment, shopping and educational facilities, first. Secondly, recreational needs should be met.

ARCHAEOLOGICAL AND HISTORICAL PRESERVATION

The oldest known existing structures, and many of the original town sites have been designated in the General Plan for consideration by the City Council for historic designation. The criteria for the designation, and the responsibilities of such action, are maintained by the Planning Staff. The City Council may designate sites and structures which meet the established standards to preserve the history of Cotati. (It should be noted that the designation enables the City to establish programs for encouraging preservation. The City can cause certain design features to be maintained in their present state, but cannot prevent removal of a structure without compensation. Demolition may be delayed for a specific time by ordinance, if the City is taking specific actions to find funding for preservation.)

OPEN SPACE AND CONSERVATION

The General Plan mandates that development be prevented on hilltops and in riparian corridors. It is recommended that a land owner be permitted full density development of the lands outside the conservation zone.

PARKS AND RECREATION

In lieu fees should be utilized to acquire an additional sixteen acres of park space to meet the current needs of the city. An additional fifteen to thirty acres will be required as buildout is approached.

It is recommended that a vest pocket park site be dedicated or acquired in the Northwest Neighborhood to meet the needs of the employees in the industrial park.

A neighborhood park is needed in the near future in the urban density areas of West Cotati. The rural areas need no additional park space.

Vest pocket parks should be required in any planned unit development and medium and high density development in South Cotati.

In East Cotati there is a need for recreation facilities and park space to serve residents in the apartment and planned unit developments currently under construction and proposed in the neighborhood.

Vest pocket and linear parks should be built in the Hub and Northeast Neighborhoods as new medium and high density development is approved.

SAFETY

An emergency Action Plan needs to be developed to prepare for any natural or manmade disaster which could occur in Cotati. This includes major fires, earthquakes, floods or chemical spills.

There are no emergency medical facilities in Rohnert Park or Cotati. A clinic or contract trauma center needs to be established in the immediate future.

SEISMIC SAFETY

In the event of a major earthquake, a system for emergency communications, shelter, food and medical treatment needs to be established immediately. In addition, buildings which are unsafe in the event of a major tremor should be identified immediately.

SECTION IV

CAPITAL IMPROVEMENT PROGRAM

Immediate priority	-	complete by 1983
Intermediate priority	-	complete by 1990
Long-range program	-	complete by 2000

<u>Section</u>	<u>Program</u>	<u>PRIORITY</u>
		<u>Immediate</u> <u>Intermediate</u> <u>Long-range</u>
1.42	Gravenstein Highway - redesign	*
1.42	Gravenstein/So. Santa Rosa Ave - traffic light	*
1.44	Old Redwood Highway from City Limits to Page St. - resurface and design	*
1.45	East Cotati Avenue from Laguna de Santa Rosa to City Limits - redesign	*
1.46	La Plaza Streets - resurface and improve	*
1.47	Old Redwood Highway from Commerce to George St. - redesign	*
3.34	Amortization of adver- tising billboards on City streets	*

3.41 Bicycle paths in West Cotati	*	(
3.41 Bicycle paths in The Hub	*	
3.41 Bicycle paths in Northeast Cotati	*	
3.41 Bicycle paths in South Cotati	*	
3.41 Bicycle parking facilities	*	
4.23 West Cotati urban density area; park facility	*	(
4.23 Northeast Cotati and Laguna de Santa Rosa linear park	*	
4.23 Cotati Creek linear park	*	
5.22 Public Emergency Clinic	*	(

SECTION VII

UPDATING THE GENERAL PLAN

The General Plan is a document which reflects the perceived needs of Cotati as expressed by its elected City Council and appointed Planning commission in 1980. The General Plan is a viable document only if it maintains pace with the needs of the community.

The Data Base of the General Plan shall be updated on annual basis, and presented to the Planning Commission and City Council as a Report On Planning Activities at the conclusion of each fiscal year.

At the beginning of each fiscal year, the City Council shall direct the Planning Commission and Planning Staff to report on the current issues of major importance in Cotati, and measure the implementation of the General Plan.

At a minimum of every five years, the General Plan itself should be updated with new, in-depth analysis of all elements and data. New goals or policies shall be officially adopted through the amendment process.

At the end of the decade, the intent of the General Plan shall be reviewed to ensure that the document reflects the needs and desires of residents at that time. If the Plan is inadequate in serving Cotati, it shall be rewritten.

A. ANNUAL TASKS

1. Report on planning activities
2. Update data base
3. Issue identification

B. MID-DECADE TASKS

1. Update issues, analyze all elements
2. Adopt new goals or policies as needed

C. DECENNIAL TASKS

1. Review intent
2. Rewrite as necessary

APPENDIX

SEISMIC SAFETY

EXISTING NATURAL CONDITIONS

The City of Cotati lies in a high seismic risk zone where major destructive earthquakes may occur. There are two known active faults in the area: the San Andreas Fault and the Healdsburg-Rodgers Creek Fault. A third fault, the Tolay Fault, is potentially active. The location of these three faults is shown on the map. The likelihood for earthquakes on the San Andreas and the Healdsburg-Rodgers Creek faults has been documents by historical records, the potential of the Tolay Fault is vitually unknown. The estimated design earthquake values for these three faults is shown in Figure #3.

The intensity of an earthquake is a measure of its effects based on ground and building damage. Intensity is measured from I - XI on the Modified Mercalli scale. The maximum expected intensities for the City of Cotati are shown on the Seismic Intensity Map. The greater intensities occur in the eastern part of the City correlating with poor geologic conditions. Figure #4 shows a crude relationship between the Richter magnitude, the Mercalli intensity, and associated effects.

Other potential dangers associated with seismic activity are liquefaction and landsliding. Liquefaction is a process in which water-saturated soil loses coherence when shaken. This leads to a quicksand condition in which objects sink or float, depending on their density. Liquefaction potential exists in the eastern and northern portions of the City. Landslide potential generally exists in areas of the City where slopes exceed twenty-five percent and are composed of unconsolidated materials.

APPENDIX

SEISMIC SAFETY

EXISTING NATURAL CONDITIONS

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DEFINITIONS

Maximum acceleration - A measure of the amount of force exerted on a building and its contents, represented as a fraction of the acceleration of gravity. For example, an earthquake acceleration of 0.3g would indicate an acceleration of 30% of the force of gravity. Therefore, a loose object could move as if the force of gravity were 30% less.

Maximum credible earthquake - The largest earthquake which could conceivably occur.

Maximum probable earthquake - The largest earthquake which is likely to occur.

Modified Mercalli scale - A measure of the intensity of the "effects" of an earthquake based on ground disturbance, building damage, and other observations.

Recurrence interval - The amount of time between the recurrence of the maximum probable earthquake on a given fault.

Richter scale - A measure of the magnitude of the amount of energy released by an earthquake. Each whole number step of magnitude represents an increase of 31 times in the amount of energy released by the quake.

RICHTER MAGNITUDE	MERCALLI INTENSITY	EFFECTS
1	I	Instrument observation
2	II	Barely felt near epicenter
3	III-IV	Barely felt; no damage
4	V	Felt a few miles from the epicenter
5	VI-VII	Causes damage
6	VIII	Moderately destructive; some severe damage
7	IX-X	Major destructive Earthquake
8	XI	Killer earthquake

Chart IX Mercalli/Richter Comparison

TABLE P1

NORTHWEST ZONING INVENTORY

	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
Residential																		
AR																		
RR	4	18	6		95.6	21	1	49	34		103.2	25	5	67	40		198.8	45
R1																		
R2																		
R3																		
total													612	118	93	7	542.3	67
Commercial																		
AC																		
CH																		
C1																		
O																		
total																		
Industrial																		
M1																		
M2																		
total																		
TOTAL							593	235	108	6	643.6	45					58*	

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ ac.
 All figures are rounded, affecting totals. * - percent of the total city

HOW TO USE THIS DATA The zoning inventory data shows how the net acreage of a neighborhood is distributed by zoning districts. First, lots are inventoried by number of lots per size; the acreage for the district is totaled, and the percentage of the neighborhood land by zone is compiled.

- 1 - Neighborhood analyzed by the chart; 2 - Number of lots by size; 2a - Key to lot sizes;
 3 - Total acres in the zone currently utilized; 3a - Vacant acres; 3b - Total of utilized and vacant;
 4 - The totals for the land use designation; 5 - The totals of utilized or vacant

TABLE P2

CENTRAL COTATI

Land Use							
RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	523			Service			
Duplex		65.2		Retail			
Apartment			21	TOTAL			43x
Condominium				INDUSTRIAL			
Mobile home				Light			
TOTAL			17x	Heavy			
AREA TOTAL			35y	TOTAL			40x

HOW TO READ THIS DATA ---

1 - The number of lots in use.

2 - The total acreage in use (not the total of the actual lots)

3 - Percent of the land use category

4 - x = percent of the neighborhood

5 - y = percent of the city's land in use.

Totals are for each land use category, and the area listed on top.

TABLE Q1

ZONING

CITY OF COTATI - TOTALS: May 31, 1980

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR	4	20	75		98.6	13	2	5	122		117.4	16	6	25	197		216.0	29
RR	4	10	19	1	29.9	4		61	32		44.6	6	4	71	51	1	72.5	10
R1	414	54	8	1	110.3	15	147	58	15	1	48.7	7	561	112	23	2	159.0	22
R2	21	22	9	1	38.2	6	5	18	11		33.1	5	26	40	20	1	71.3	10
R3		5	5		12.7	2		5	3		8.9	2		10	8		21.6	3
total	443	111	116	3	287.3	39	154	147	183	1	257.7	34	597	258	299	4	540.5	73
Commercial																		
AC			4		16.0	3		2	20		24.7	4		2	24		40.7	6
CH	1	3	4		8.8	2	2	1	2		7.1	1	3	4	6		16.0	3
C1	32	16	3	1	23.3	4	16	13	5		16.3	3	48	29	8	1	39.6	6
O	1	8	1		5.2	1		3	4		8.2	2	1	11	5		13.4	2
total	34	27	12	1	53.3	8	18	19	31		56.4	8	52	46	43	1	109.7	15
Industrial																		
M1	1	4	7	1	21.0	3		21	9	3	74.0	10	1	25	16	4	95.0	13
M2			1		2.2	1			1		1.2	1			2		3.3	1
total	1	4	8	1	23.1	3		21	10	3	75.2	10	1	25	18	4	98.3	14
TOTAL	478	142	136	5	364.2	49	172	187	224	8	384.3	52	650	326	359	13	748.48	100

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
 All figures are rounded, affecting totals.

TABLE Q2

NORTHWEST ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR		2	3		3.2	3	1	1	10		12.5	9	1	3	13		15.7	11
RR																		
R1																		
R2																		
R3																		
total																		
Commercial																		
AC			4		23.3	15	2	4	6		24.7	18	2	4	10		45.9	33
CH		1	1		2.1	2	1	1	1		3.5	3	1	2	1		5.6	5
C1																		
O																		
total		1	5		18.1	17	3	5	7		28.2	20	3	6	11		51.9	37
Industrial																		
M1			5	1	16.4	14		19	1	3	58.3	45		19	6	4	74.7	58
M2																		
total			5	1	16.4	14		19	1	3	58.3	45		19	6	4	74.7	58
TOTAL		3	13	1	42.9	30	4	21	39	3	99.0	70	4	23	36	4	142.3	19*

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
All figures are rounded, affecting totals.

* - Percent of city total acreage.

TABLE Q3

WEST ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR	3	13	34		54.0	35	1	3	51		60.4	40	4	16	85		114.4	75
RR		6	13		6.9	5			13		10.6	7		6	26		17.5	12
R1	32	22	2		15.6	11		4	13	1	4.9	4	32	26	15	1	20.6	14
R2		3			.8	1								3			.8	1
R3																		
total	35	44	49		77.3	51	1	7	77	1	76.0	49	36	51	126	1	153.3	21*
Commercial																		
AC																		
CH																		
C1																		
O																		
total																		
Industrial																		
M1																		
M2																		
total																		
TOTAL																		

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
 All figures are rounded, affecting totals.

* - percent of total city acreage.

TABLE Q4

SOUTH ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR	1	5	34		50.5	23		1	53		64.2	30	1	6	87		114.6	52
RR	4	4	6	1	21.0	10		61	19		34.0	16	4	65	25	1	55.0	25
R1	24	15	2		14.9	7	36	18	1		14.6	7	60	33	3		29.5	14
R2			2	1	13.9	7		2			.6	1		2	2		14.5	7
R3			3		4.7	3									3		4.7	3
total	29	24	47	2	105.0	48	36	82	73		113.3	52	65	109	117	2	220.1	*30
Commercial																		
AC																		
CH																		
C1																		
O																		
total																		
Industrial																		
M1																		
M2																		
total																		
TOTAL																		

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
 All figures are rounded, affecting totals.

TABLE Q5

EAST ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR																		
RR																		
R1	294	2		1	57.0	41	7	4	1		2.8	2	301	6	1	1	59.8	43
R2	2	14	2		13.9	10		13	3		12.4	9	2	27	5		26.2	19
R3		4	2		7.1	5		5			2.7	2		9	2		9.9	7
total	296	20	4	1	77.9	56	7	22	4		18.0	13	303	42	8	1	95.9	69
Commercial																		
AC																		
CH																		
C1		2		1	7.2	6	1	3			1.7	2	1	5		1	8.9	7
O		5	1		3.4	3		3	4		8.2	6		8	5		11.7	9
total		7	1	1	10.6	8	1	6	4		10.0	8	1	13	5	1	20.6	17
Industrial																		
M1	1	4	2		4.6	4		2	8		15.8	12	1	6	10		20.3	15
M2			1		2.2	2			1		1.2	1			2		3.3	3
total	1	4	3		6.7	5		2	9		16.9	12	1	6	12		23.6	17
TOTAL	297	31	7	3	95.2	68	8	30	17		44.9	32	305	61	24	3	140.0	19*

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
 All figures are rounded, affecting totals.

TABLE Q6

HUB ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR																		
RR																		
R1	64	14	3		22.0	33	104	32			26.4	38	168	46	3		49.2	70
R2	19	4	4		5.7	8	5	3	1		1.2	2	24	7	5		6.8	10
R3		1			.9	2			1		2.2	3		1	1		3.1	5
total	83	19	7		29.3	42	109	35	2		29.7	42	192	54	9		59.1	84
Commercial																		
AC																		
CH																		
C1	31	8	1		7.4	11	13	5	1		2.7	4	44	13	2		10.2	15
O	1	3			1.8	3							1	3			1.8	3
total	32	11	1		9.2	13	13	5	1		2.7	4	45	16	2		11.9	17
Industrial																		
M1																		
M2																		
total																		
TOTAL	115	30	8		38.5	55	122	37	5		31.5	46	237	77	13		71.0	10*

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
 All figures are rounded, affecting totals.

TABLE Q7

NORTHEAST ZONING INVENTORY

Residential	UTILIZED						VACANT						TOTAL					
	A	B	C	D	Acres	%	A	B	C	D	Acres	%	A	B	C	D	Acres	%
AR																		
RR																		
R1																		
R2		1	1		4.1	7			7		19.0	33		1	8		23.1	40
R3									2		4.0	7			2		4.0	7
total		1	1		4.1	7			9		23.0	40		1	10		27.1	47
Commercial																		
AC																		
CH	1	2	3		6.7	12	1		1		3.6	7	2	2	4		10.3	18
C1	1	6	2		8.7	15	2	5	4		11.9	21	3	11	6		20.6	36
O																		
total	2	8	5		15.4	27	3	5	5		15.5	27	5	13	10		30.9	55
Industrial																		
M1																		
M2																		
total																		
TOTAL	2	9	6		19.5	34	3	5	14		38.4	67	5	14	20		58.0	8*

Lot size key: Number of lots—A=under .25 ac; B=.25-.99 ac; C=1.00-4.99 ac; D=5.00+ac.
All figures are rounded, affecting totals.

TABLE R1.

Land Use CITY OF COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	604	205	71	Service	23	15	28
Duplex	20	10	4	Retail	49	39	72
Apartment	21	26	7	TOTAL	72	54	15x
Condominium	8	35	13	INDUSTRIAL			
Mobile home	6	12	4	Light	11	21	95
TOTAL	661	288	79x	Heavy	1	1	5
AREA TOTAL	745	364	100y	TOTAL	12	22	6x

Numbers may not add up due to rounding.

x = Percent of the area; y = Percent of the City Totals.

TABLE R2

Land Use NORTHWEST COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	11	23	42	Service	4	7	12
Duplex	2	2	4	Retail	8	10	18
Apartment				TOTAL	12	17	30x
Condominium				INDUSTRIAL			
Mobile home	1	.2	.4	Light	8	14	24
TOTAL	14	26	46x	Heavy			
AREA TOTAL	34	57	16y	TOTAL	8	14	24x

TABLE R3

Land Use WEST COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	106	50	93	Service			
Duplex				Retail			
Apartment				TOTAL			
Condominium				INDUSTRIAL			
Mobile home				Light	1	4	7
TOTAL	106	50	93x	Heavy			
AREA TOTAL	107	54	15y	TOTAL	1	4	7x

TABLE R4

Land Use SOUTH COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	104	68	74	Service	3	2	67
Duplex	8	2	3	Retail	1	1	33
Apartment	6	11	12	TOTAL	4	3	3x
Condominium				INDUSTRIAL			
Mobile home	4	11	12	Light	1	2	100
TOTAL	122	92	95x	Heavy			
AREA TOTAL	127	97	27y	TOTAL	1	2	2x

TABLE R5

Land Use EAST COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	312	43	53	Service	5	3	25
Duplex	2	1	2	Retail	4	9	75
Apartment	4	4	5	TOTAL	9	12	13x
Condominium	9	33	41	INDUSTRIAL			
Mobile home				Light	1	2	67
TOTAL	327	81	84x	Heavy	1	1	33
AREA TOTAL	338	96	26y	TOTAL	2	3	4x

TABLE R6

Land Use HUB (CENTRAL COTATI)

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	63	16	62	Service	11	3	27
Duplex	8	4	16	Retail	26	8	73
Apartment	9	4	16	TOTAL	37	11	30x
Condominium	1	2	8	INDUSTRIAL			
Mobile home				Light			
TOTAL	81	26	70x	Heavy			
AREA TOTAL	118	37	10x	TOTAL			

TABLE R7

Land Use

NORTHEAST COTATI

RESIDENTIAL	Lots	Ac.	%	COMMERCIAL	Lots	Ac.	%
Single family	8	4	65	Service			
Duplex				Retail	10	10	100
Apartment	2	2	33	TOTAL	10	10	63x
Condominium				INDUSTRIAL			
Mobile home	1	.2	2	Light			
TOTAL	11	6	38x	Heavy			
AREA TOTAL	21	16	5y	TOTAL			

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